



NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

MEETING NOTICE

Date: March 18, 2015
Time: 12 noon
Place: COG Board Room

AGENDA (BEGINS PROMPTLY AT NOON)

- 12 noon 1. **Public Comment on TPB Procedures and Activities**
.....Chairman Mendelson
- Interested members of the public will be given the opportunity to make brief comments on transportation issues under consideration by the TPB. Each speaker will be allowed up to three minutes to present his or her views. Board members will have an opportunity to ask questions of the speakers, and to engage in limited discussion. Speakers are asked to bring written copies of their remarks (65 copies) for distribution at the meeting.
- 12:20 pm 2. **Approval of Minutes of February 18 meeting**
..... Chairman Mendelson
- 12:25 pm 3. **Report of Technical Committee**
..... Mr. Rawlings
Chair, Technical Committee
- 12:30 pm 4. **Report of the Citizens Advisory Committee**
..... Mr. Summersgill
Chair, Citizens Advisory Committee
- 12:40 pm 5. **Report of Steering Committee**
..... Mr. Srikanth
Director, Department of
Transportation Planning (DTP)
- 12:50 pm 6. **Chair's Remarks**
.....Chairman Mendelson

ACTION ITEMS

12:55 pm 7. **Approval of Amendment to the FY 2015 Unified Planning Work Program (UPWP), and Approval of FY 2015 UPWP Carryover Funding to FY 2016**
..... Mr. Srikanth
Certain projects and budgets in the current FY 2015 UPWP have been identified to be carried over to FY 2016. The Board will be briefed on the enclosed amendment to the FY 2015 UPWP and associated FY 2015 carryover funding to FY 2016.

Action: Adopt Resolutions R15-2015 and R16-2015 to approve the amendment to the FY 2015 UPWP and the FY 2015 carryover funding to FY 2016.

1:00 pm 8. **Approval of FY 2016 Unified Planning Work Program (UPWP)**
..... Mr. Srikanth
The Board will be briefed on the enclosed final version of the FY 2016 UPWP. The document was recommended for approval by the TPB Technical Committee on March 6. The draft FY 2016 UPWP was released for public comment on February 12.

Action: Adopt Resolution R17-2015 to approve the final FY 2016 UPWP.

1:10 pm 9. **Approval of FY 2016 Commuter Connections Work Program (CCWP)**
..... Mr. Ramfos, DTP
The Board will be briefed on the enclosed final version of the FY 2016 CCWP. The document was recommended for approval by the TPB Technical Committee on March 6. The draft FY 2016 CCWP was released for public comment on February 12.

Action: Adopt Resolution R18-2015 to approve the final FY 2016 CCWP.

1:15 pm 10. **Approval of an Amendment to Update Projects and Funding in the District of Columbia Section of the FY 2015-2020 TIP**
.....Mr. Zimbabwe
At the February 18 meeting, notice was provided that the District Department of Transportation (DDOT) requested an amendment to update projects and funding in the District section of the FY 2015-2020 TIP. The Board will be asked to approve this amendment to the District section of the FY 2015-2020 TIP.

Action: Adopt Resolution R19-2015 to approve an amendment to update projects and funding in the District of Columbia section of the FY 2015-2020 TIP.

INFORMATION ITEMS

1:20 pm 11. **Briefing on the COG Cooperative Forecasting Process**
.....Mr. DesJardin
Director, COG Department of
Community Planning and Services (DCPS)
At its February 11 meeting the COG Board approved the Draft Round 8.4 Cooperative Forecasts for use by the TPB in the Air Quality Conformity Analysis of the 2015 Financially Constrained Long-Range Plan and FY 2015 to 2020

Transportation Improvement Program. The Board will be briefed on the COG Cooperative Forecasting Process and the Round 8.4 Forecasts of future population, household and employment growth in the region.

- 1:35 pm 12. **Briefing on the Implementation of the TPB Regional Priority Bus Project under the Transportation Investments Generating Economic Recovery (TIGER) Program**

..... Mr. Randall, DTP
The Board will be briefed on the current status of the TPB Regional Priority Bus Project, which includes 16 project components being implemented by five project owners under a \$58 million TIGER grant administered by FTA.

- 1:45 pm 13. **Briefing on Regional Bus Staging, Layover, and Parking Location Study**

..... Mr. Roisman, DTP
The Board will be briefed on the final report of a planning study to determine the best potential locations for on-street staging for commuter buses and off-street layover and parking of buses (tour/charter, intercity, commuter, sightseeing, and shuttle) within the District of Columbia and Arlington County.

- 1:55 pm 14. **Other Business**

- 2:00 pm 15. **Adjourn**

Lunch will be available for Board members and alternates at 11:30 am

Alternative formats of this agenda and all other meeting materials are available upon request. Email: accommodations@mwcoq.org. Phone: 202-962-3300 or 202-962-3213 (TDD). Please allow seven working days for preparation of the material.

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NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

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Washington, D.C. 20002-4226
(202) 962-3200

**MINUTES OF THE
TRANSPORTATION PLANNING BOARD
February 18, 2015**

Members and Alternates Present

Charles Allen, DC Council
Bob Brown, Loudoun County
Ron Burns, Frederick County
Rick Canizales, Prince William County
Helen Cuervo, VDOT
James Davenport, Prince William County
Marc Elrich, Montgomery County
Dennis Enslinger, City of Gaithersburg
Gary Erenrich, Montgomery County/DOT
Lyn Erickson, MDOT
Jay Fisette, Arlington County
Seth Grimes, City of Takoma Park
Jason Groth, Charles County
Rene'e Hamilton, VDOT
Neil Harris, Gaithersburg City Council
Konrad Herling, City of Greenbelt
Cathy Hudgins, Fairfax County
Sandra Jackson, FHWA
John Jenkins, Prince William County
Shyam Kannan, WMATA
Tim Lovain, City of Alexandria
Dan Malouff, Arlington County
Michael C. May, Prince William County
Phil Mendelson, DC Council
Denise Mitchell, City of College Park
Mark Rawlings, DC DOT
Kelly Russell, City of Frederick
Peter Schwartz, Fauquier County
Eric Shaw, DC Office of Planning

Linda Smyth, Fairfax County
Jonathan Way, City of Manassas
Victor Weissberg, Prince George's County/DPW&T
Sam Zimbabwe, DDOT

MWCOG Staff and Others Present

Gerald Miller
Nicholas Ramfos
John Swanson
Andrew Meese
Rich Roisman
Mark Moran
Anant Choudhary
Michael Farrell
Dusan Vuksan
Andrew Austin
Ron Milone
Daivamani Sivasailam
C. Patrick Zilliacus
Jane Posey
Wendy Klancher
Dan Sonenklar
Ben Hampton
Sergio Ritacco
Lamont Cobb
Dzung Ngo
Debbie Leigh
Deborah Etheridge
Stuart Freudberg COG/EO
Paul DesJardin COG/DCPS
Stewart Schwartz CSG
Jameshia Peterson DDOT
Gregory Matlesky Chairman Mendelson
Mike Lake Fairfax County/DOT
Andrew Beacher VDOT
Norman Whitaker VDOT
Malcolm Watson FCDOT
Matthew Elvin Safe Routes to School National Partnership
Nancy Abeles Public
John Hartline Tri-County Council for Southern Maryland
Todd Horsley VA DRPT
Mike Harris Kimley Horn

Maria Sinner
Allen Muchnick
Bill Orleans

VDOT
Arlington Coalition for Sensible Transportation
Area resident

1. Public Comment on TPB Procedures and Activities

Ms. Clement, representing the Arlington Coalition for Smarter Growth, commented on her organization's disapproval of spot improvements and other projects that would widen lanes on I-66 concurrently with the development of proposed HOT lanes. She said that widening eastbound lanes on I-66 would require additional right of way between East Falls Church and the Ballston area of Arlington County. She said that this additional right of way may require the elimination of portions of the W&OD trail, and may have environmental implications for the Four Mile Run stream and the Chesapeake watershed. Ms. Clement urged the TPB to delay inclusion of the I-66 widening project in the CLRP until further evaluation of the HOT lanes project is complete to justify the widening. Copies of her remarks were submitted for the record.

Mr. Muchnick, representing the Arlington Coalition for Sensible Transportation, highlighted three major concerns with VDOT's proposal for the portion of I-66 inside the Beltway. He said that VDOT's proposal does not adequately provide for: implementation of non-roadway multimodal improvements; neither evaluation of alternatives to widening I-66 nor explored ways to mitigate impacts of widening; and use of congestion pricing and HOV restrictions. He said that VDOT's proposal does not support regional objectives related to congestion, carbon emissions, public transit ridership, or activity centers. He also mentioned that improvements to existing WMATA heavy rail and increased commuter bus service would have a greater effect than widening. Mr. Muchnick requested that VDOT's CLRP amendment address his three points. Copies of his remarks were submitted for the record.

Mr. Birtswistle, representing the Northern Virginia Transportation Alliance, expressed his organization's support of the I-66 corridor improvement projects proposed for the CLRP. He emphasized the corridor's importance to the region as Northern Virginia's main street, and a critical link for area businesses, freight and public transit. He said that outside of the Beltway, I-66 must be expanded to three lanes, with additional managed lanes in each direction for HOV, transit and tolling, and reservation for future transit. He also said that the inside portion of I-66 should include three lanes. He urged the TPB to support quick completion of these improvements. Copies of his remarks were submitted for the record.

Mr. Schwartz, representing the Coalition for Smarter Growth, said that his organization was concerned that VDOT under previous administrations had not studied alternatives for I-66 that considered transit and land use strategies through transit-oriented development, traffic demand management and HOV lanes separate from the HOT and public/private partnership approaches that were reflected in the currently proposed projects. He proposed analysis of these alternatives for I-66 outside the Beltway. He also suggested VDOT's CLRP amendment guarantee that widening be considered only after the agency has fully evaluated the HOT/HOV transit approach. He also

proposed two model runs: one with VDOT's current approach and another with transit/TOD alternatives for the entire corridor. Copies of his remarks were submitted for the record.

2. Approval of Minutes of January 21 Meeting

A motion was made to approve the minutes. The motion was seconded and was approved unanimously.

3. Report of the Technical Committee

Mr. Rawlings said the Technical Committee met on February 6. The Committee reviewed six items for inclusion on the TPB agenda. Among those items were updates on the major projects submitted for the 2015 CLRP and an update on the draft scope of work for the Air Quality Conformity Analysis or assessment for the 2015 CLRP and FY 2015-2020 TIP. The Committee was also briefed on the COG Cooperative Forecasting Process, drafts of both the 2016 Unified Planning and Commuter Connections work program, and the current status of the TPB regional priority bus project.

The Committee discussed the following informational items: the first meeting of the COG multi-sector working group on greenhouse gas emissions reduction; recent developments regarding USDOT regulations on performance measures under MAP-21; and recent court of appeals decision to change the region's ozone attainment date.

4. Report of the Citizen Advisory Committee

Mr. Summersgill reported that 2015 CAC met for the first time on February 12. The meeting was largely introductory, with briefings on current TPB activities and member introductions. Among other things, the Committee discussed forming subcommittees to address issues of interest.

5. Report of Steering Committee

Mr. Srikanth reported that the Steering Committee met on February 6. The Committee approved two TIP amendments: a request from MDOT for additional funding for projects related to I-70 and MD-5, and a request from VDOT for additional funding to two grouped projects, as well as additional funding for projects in Fauquier County.

Mr. Srikanth noted that the Board had received a copy of a letter sent to the Maryland Governor Jim Hogan, and ranking members of the Maryland Senate by Prince George's County Board and TPB member Mr. Todd Turner on the status of the Purple Line regarding the CLRP.

Mr. Srikanth reported on the Steering Committee's review and discussion of the developments following the January 12 Metrorail incidents near the L'Enfant Metro station. He noted that the COG Deputy Executive Director Stuart Freudberg attended the meeting and briefed the Committee on the various activities the COG is coordinating with WMATA and the first responder community.

COG's public safety committees are working with WMATA and other entities in response to the incident. Mr. Srikanth reported that the Steering Committee had agreed to provide a memo to the Board on the matter. He then reviewed the memo from him to the Board. The contents of the memo included a timeline of events starting with the 1/12/15 metro rail incident and included activities through Feb. 11 including a briefing provided to the COG Board and the region's Emergency Preparedness Council on Feb. 11 and letters from Virginia Senator Mark Warner and Maryland Senator Barbara Mikulski. The memo included as an attachment the two NTSB reports issued to date and an annotated listing of the various COG Committees' working on emergency preparedness and incident management activities.

Concluding his report Mr. Srikanth noted that the Steering Committee would work with the COG staff, coordinating the follow-up activities as related to the incident and that COG staff has agreed to keep the steering committee informed of the developments and be available to brief the TPB at an appropriate time in the future when more information is available. He said that as events progress, the steering committee will brief the TPB on any actions that this Board may wish to take.

Mr. Mendelson noted that as the region's Transportation Planning Board the TPB ought to be briefed on the Metro rail incident. Mr. Srikanth responded that the Steering Committee had discussed this and the general sense was that more information would be available after the June NTSB hearing on the incident and at which time perhaps the TPB could be briefed including actions that WMATA has taken. He also noted that if there were any specific topics that were of interest, then staff would work with WMATA to arrange for briefings before June.

While there were no specific topics suggested by members of the Board, Mr. Mendelson asked staff to give a report on this next month.

6. Chair's Remarks

Chairman Mendelson commented that the TPB has reached its 50-year anniversary, and a celebration is scheduled tentatively for June or July. TPB staff will share information about the history of the organization up to this time. He encouraged meeting attendees to consider the past 50 years of work while also looking toward the next 50 years and share with staff thoughts about how to commemorate the anniversary.

The Chairman also commended TPB senior staff member and deputy co-director Jerry Miller on his retirement after 25 of service in the Department of Transportation. He presented Mr. Miller with a plaque and gavel.

Mr. Lovain also commended Mr. Miller for his record of service during the interim period after the death of Ron Kirby.

ACTION ITEMS

7. Review of Comments Received and Approval of Project Submissions for the Air Quality Conformity Assessment for the 2015 Financially Constrained Long Range Transportation Plan (CLRP) and the FY 2015-2020 Transportation Improvement Program (TIP)

TPB Vice-Chair Lovain, who chairs the TPB's Access for All Advisory Committee (AFA), summarized that group's comments on the proposed changes and additions to the CLRP. He referred Board members to a memorandum, which was available at the meeting, for more information.

Mr. Srikanth briefed the Board on comments received from the public on the major additions and changes proposed for the 2015 CLRP. He directed Board members' attention to a memo summarizing nearly 200 comments that were received.

Mr. Srikanth also directed Board members' attention to a revised project description form for the Virginia Department of Transportation's proposals to operate express toll lanes on I-66 inside and outside the Beltway. He told Board members that the revised description form included new details about the multimodal improvements included in the tolling proposal, as well as new information regarding environmental mitigation steps that VDOT intends to take related to the project. He said the changes were provided in response to public comment seeking greater clarity as to multimodal aspects promised as part of the project.

The final item to which Mr. Srikanth directed the Board's attention was a packet including the formal resolution to approve the proposed additions and changes so that they could be included in the federally required Air Quality Conformity Analysis this summer. He said that the packet also included a summary of technical corrections to VDOT's I-66 tolling proposal and the District of Columbia's bike-lane proposal, and that it included executive summaries of three separate studies related to the I-66 tolling proposals.

Chair Mendelson entertained a motion to approve the additions and changes proposed for inclusion in the 2015 CLRP update to be included in the Air Quality Conformity Analysis. The motion was seconded.

Chair Mendelson asked why the cost of VDOT's tolling proposal for I-66 inside the Beltway increased from \$75 million when presented to the TPB at its January meeting to \$350 million at its February meeting.

Mr. Srikanth said that the earlier, lower estimate did not include costs associated with the proposed widening of a portion of the roadway, also included as part of the tolling proposal that was slated for implementation in 2040. He said that the total cost estimate for the project went up when the cost of the widening was included.

Ms. Hamilton, of VDOT, said that in addition the costs for the various multi-modal improvements have been included in the latest cost estimate.

Mr. Fisette expressed his satisfaction with the additional information provided by VDOT about its plans for multimodal improvements in the corridor. He also said he was glad to see that the state, rather than a private firm, would be operating the new express toll lanes inside the Beltway and that all toll revenues would flow back into the corridor and planned multimodal improvements.

Mr. Fisette offered three amendments to the official description of the project, which was included as an attachment to the formal resolution up for Board approval. The first was a friendly amendment to include Falls Church in the list of jurisdictions in which the project would take place. The second amendment was to the “Tolling Policy” section of the description form, under Item 10, to guarantee that all revenues collected would be used in the corridor, and that, in addition to being used to offset design, construction, operating, and maintenance costs of the tolling project, would also provide a funding source for multimodal improvements within the designated corridor, as illustrated on page 5 of the full project description.

Ms. Cuervo noted that while VDOT is amenable to this she noted that related to the matter of Airport users access I 66 there may be a need to install some gantries and other such equipment along the airport access roads and toll revenues would be used for this work and anything we need to do to improve that corridor, and some of which may be somewhat outside of the area depicted in the figure.

Mr. Fisette concurred.

The third amendment proposed by Mr. Fisette was to the formal resolution, requiring an evaluation by VDOT and a report to the TPB on the effectiveness of the tolling and multimodal improvements in the proposal prior to the widening component of the project being undertaken. Ms. Cuervo noted that the proposed widening for additional capacity was in the far-out years, and at that point VDOT would have to be reevaluating the environmental document for the project and as such VDOT is fine with that being noted in the CLRP.

Mr. Fisette’s amendments were all accepted without objection.

Ms. Smyth said she hoped that VDOT’s future study would seek to determine only which segments of I-66 would absolutely require widening, as different segments of the roadway carry different traffic volumes, she said.

Ms. Hamilton confirmed that it would.

Mr. Lovain asked about the feasibility of including two separate versions of the I-66 tolling proposal in the Air Quality Conformity Analysis, one being the current VDOT proposal, and the other a variation without the widening and with increased transit and travel demand management strategies.

Ms. Cuervo said that VDOT has been given clear direction by Governor McAuliffe to pursue the proposal in front of the Board today and that the agency would not support including a second variation in the air quality analysis. She added that such a scenario has been studied before.

Mr. Schwartz said that he did not think the VDOT proposal for tolling I-66 went far enough in terms of providing transit alternatives in the corridor. He said that decades of widening and other improvements to I-66 have resulted in no improvement in traffic conditions. He said that he did not think the proposal was ready for action at the meeting that day and signaled his intention to vote against it.

Ms. Smyth noted that both her district and its residents were impacted by both of the I-66 projects. She said that while her constituents would like to be able to take Metro all the way out to Gainesville and not worrying about adding lanes, she noted that something like that would require another few billions more which was not available. What we have available are these two project proposals. She thanked VDOT for working with county staff, with constituents, with residents in my district, starting early on as the project work progresses and to be sure that we have minimized the impact, the right-of-way takings. She expressed concern about the impacts of construction of the I-66 express lanes outside the Beltway, especially the taking of homes, clear-cutting of trees, impacts on storm water management, and general degradation of the visual and aesthetic landscape in the corridor. She also reiterated her concern, expressed at a previous meeting, that the proposal would be highly disruptive for traffic on several major north-south arterials that cross I-66 and would require major bridge and overpass replacement. She noted that she would like a commitment from VDOT to work to minimize those impacts to the right-of-way, the construction impacts, maintaining the access to the Metro stations and the biking and pedestrian access during construction, on residents, businesses and commuters.

Ms. Cuervo of VDOT noted that VDOT plans to continue to its extensive outreach to hear our citizens to minimize impacts to neighborhoods to work very closely with you and with all the communities that are impacted.

Mr. Elrich echoed Mr. Schwartz's concerns about VDOT's I-66 proposal. He said he thought it needed a much greater focus on transit and demand management. He expressed concern that this and many other projects like it purport to be multimodal but really just perpetuate reliance on automobiles. He also said that he did not think the proposal was ready for action at that day's meeting and signaled his intention to vote against it.

Mr. Herling asked what the impact would be if the Board did not to approve the I-66 proposals that day. He also sought reassurance that the concerns of Ms. Smyth, Mr. Fiset, and Mr. Schwartz would really be incorporated into the project.

Ms. Cuervo explained that any delay at this point could keep the projects from being completed under the leadership of Governor McAuliffe. She reassured Mr. Herling that VDOT would indeed work to address the concerns that Board members had raised. She also reiterated VDOT's position

that it views this project as much more than a road project, with unprecedented focus on new park-and-ride lots and bus services with easy access to the new express lanes.

Ms. Cuervo responded to several comments from the Board's discussion thus far. First, she reassured Ms. Smyth that VDOT would work very closely with elected officials and nearby communities to minimize the impacts of construction. She also said that VDOT is fully aware of the needs related to the bridge and overpass replacements. Second, she explained to Mr. Fisetete that some of the toll revenues collected inside the Beltway might have to be spent outside the corridor, in particular for some toll gantries near Dulles Airport. Third, she told Mr. Schwartz that VDOT would be working closely with the Virginia Department of Rail and Public Transportation (DRPT) to identify park-and-ride and transit improvements to serve commuters from Fauquier County, including more frequent bus service.

Ms. Hudgins signaled her intention to support the I-66 proposal, due in part to VDOT's extensive outreach with local jurisdictions to address their concerns. However, she said, she also expects by the fall, when the project is up for final TPB approval, much greater demonstration of a commitment to true multimodal improvements as part of the project, citing past experience with other major VDOT projects that did not come through on their promises for expanded multimodal options.

Chair Mendelson brought the motion to a vote. The motion was approved, with two "Nay" votes, from Mr. Schwartz and Mr. Elrich, and one abstention, from Mr. Fisetete.

8. Approval of Scope of Work for the Air Quality Conformity Assessment for the 2015 CLRP and the FY 2015-2020 TIP

Ms. Posey said that the Scope of Work memo lists the tasks for the conformity assessment of the 2015 CLRP and the FY 2015-2020 TIP. She said the assessment is scheduled to conclude in September, at which point the assessment will be open for public comment. She said that the schedule for approving the 2015 CLRP is in October.

A motion to approve the scope of work was made. The motion was seconded and was passed unanimously.

INFORMATION ITEMS

9. Briefing on the COG Cooperative Forecasting Process

Due to time constraints, Item 9 was postponed until the March TPB meeting.

10. Review of Draft FY 2016 Unified Planning Work Program (UPWP)

Mr. Srikanth said that the draft FY 2016 Unified Planning Work Program (UPWP) is the TPB's annual budget and includes all of the federally mandated work activities that the TPB must do to

maintain certification as a Metropolitan Planning Organization (MPO). He said that the development of the UPWP and the adoption by the MPO is required by federal regulations, and the UPWP has to be approved by the Feds before the funding will become available.

Referring to the presentation document, he said that the proposed UPWP budget is about \$13.3 million - about 97 percent \$12.8 million of which comes from Federal Highway and the FTA and the remaining 3 percent, about \$450 thousand from Federal Aviation Administration and grant monies from the airports in this region. He noted that next month staff expects to have identified carryover money from the current fiscal year, which would be added to this proposed budget for next fiscal year. Mr. Srikanth said that the budget assumed funding at the same level as the current fiscal year since the federal budget has not yet been appropriated by the US Congress. The TPB's FY 2016 Budget will have to be amended once federal funding amounts have been finalized.

Mr. Srikanth said that one change to the proposed budget is that the three state DOTs agreed to reallocate some funding from their technical assistance accounts to support the core work program. He said that some of this additional money would go to the mandated regional household travel survey that occurs once every ten years, and towards implementing enhancements to the regional travel demand model.

Mr. Srikanth then reviewed the seven program areas of the UPWP. Highlighting some of the new activities, he noted the new performance-based planning and development for the CLRP and TIP as required by MAP-21, the joint TPB and MWAQC multi-sector working group to study greenhouse gas emissions, and the work to compile a list of unfunded projects.

Mr. Srikanth said that the UPWP is up for a thirty-day public comment period, and will be scheduled for TPB approval in March.

Chair Mendelson asked about potential impacts that the uncertainty of federal funding may have on the program.

Mr. Srikanth said that 80 percent of the TPB's budget comes from federal agencies and the remaining 20 percent from the State DOTs and local jurisdictions via their MWCOG dues. He said that changes to the federal funds, would affect the amount of matching money that the DOTs and local jurisdictions would provide to match the federal funding.

Mr. Kannan commended TPB staff and the Board for taking up both the list of unfunded projects and updates to the travel demand model as new tasks in the work program.

11. Briefing on the Draft FY 2016 Commuter Connections Work Program (CCWP)

Mr. Ramfos referred to the draft FY 2016 Commuter Connections Work Program (CCWP) and said that the budget will increase about 11 percent to accommodate data collection in 2016 related to the State of the Commute report and the guaranteed ride home program, and adjustments to the carpool incentive offered by Commuter Connections. He said that the work program would also include

money for revising the transportation demand management (TDM) framework methodology. He said that the state DOTs had reviewed and approved the draft work program. In addition, both the Commuter Connections Subcommittee and the Technical Committee provided comment. He said the draft work program was open for public comment and that it will be up for approval by the TPB in March. Once the program is approved, Commuter Connections will work with the states to make necessary TIP adjustments.

12. Briefing on the Implementation of the TPB Regional Priority Bus Project under the Transportation Investments Generating Economic Recovery (TIGER) Program

Due to time constrains, Item 12 was postponed until the March TPB meeting.

NOTICE ITEM

13. Notice of Proposed Amendment to the Update Projects and Funding in the District of Columbia Section of the FY 2015-2020 TIP

Mr. Srikanth referenced the notice included in the mailout packet that DDOT is requesting to amend the 2015-2020 TIP for highway, transit, and non-motorized projects in the District.

Mr. Zimbabwe said that the proposed changes primarily adjust D.C.'s proposed funding to match updates as part of the annual process within DDOT. He said that 17 new projects that would also be included.

Mr. Srikanth said that this item would be an action item for the March agenda.

OTHER ITEMS

14. Other Business

Chair Mendelson said that the items that were dropped from the meeting for time would be presented at the March TPB meeting.

No other business was brought before the Board.

15. Adjourn

The meeting adjourned at 2:00 p.m.

TPB Technical Committee Meeting Highlights

March 12, 2015

The Technical Committee met on March 6 at the Ronald F. Kirby Training Center at COG. Four items were reviewed for inclusion on the TPB agenda for March 18.

- TPB agenda Item 7

Staff reviewed the project amendments and associated budgets in the current FY 2015 UPWP that will be carried over to FY 2015. The Committee recommended that the FY 2015 amendments and carryover funding be presented for the Board's approval at its March 18 meeting.

- TPB agenda Item 8

Staff reviewed the final draft Unified Planning Work Program (UPWP) for FY 2016 (July 1, 2015 through June 30, 2016). The Committee recommended that the final version of the FY 2016 UPWP be presented for the Board's approval at its March 18 meeting.

- TPB agenda Item 9

Staff reviewed the final draft of the Commuter Connections Work Program (CCWP) for FY 2016 (July 1, 2015 through June 30, 2016). The Committee recommended that the final version be presented for the Board's approval at its March 18 meeting.

- TPB agenda Item 13

The Committee was briefed on the final report of the planning study to determine the best potential locations for on-street staging for commuter buses and off-street layover and parking of buses (tour/charter, intercity, commuter, sightseeing, and shuttle) within the District of Columbia and Arlington County.

Five items were presented for information and discussion:

- In 2012, the TPB received a grant from the FHWA's Transportation, Community, and Systems Preservation (TCSP) Program to develop an inventory of pedestrian and bicycle improvements near 25 rail stations that currently have capacity to accommodate more riders and are anticipating ridership growth. The capital improvements included in this inventory, which were largely derived from local plans and studies, would enhance station access, helping to maximize use of the existing rail system. The Committee was briefed on the draft findings of this study, the final report of which will be presented to the Board in April.

- In December, the TPB committed to support a COG multi-disciplinary professional working group to develop a multi-sector action plan to reduce greenhouse gas emissions and criteria pollutants. The Committee was briefed on the first meeting of the transportation sub-group of the multi-sector working group, which was held on February 27.
- The Committee was briefed on the findings of the triennial aerial survey of peak period freeway congestion, completed in 2014.
- The Committee was updated on the latest developments regarding US DOT regulations on performance measures under MAP-21.
- The Committee was updated on progress in the development of a list of unfunded transportation projects for the region.

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE – March 6, 2015**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings
DCOP Dan Emerine

MARYLAND

Charles County -----
Frederick County -----
City of Frederick Timothy Davis
Gaithersburg -----
Montgomery County John Thomas
Prince George's County Victor Weissberg
Rockville -----
M-NCPPC
Montgomery County -----
Prince George's County Faramarz Mokhtari
MDOT Lyn Erickson
Takoma Park -----

VIRGINIA

Alexandria Pierre Holloman
Arlington County Dan Malouff
City of Fairfax -----
Fairfax County Malcolm Watson
Falls Church -----
Fauquier County -----
Loudoun County Robert Brown
Manassas -----
NVTA -----
NVTC Claire Randall
Prince William County James Davenport
PRTC -----
VRE Sonali Soneji
VDOT Maria Sinner
VDRPT Tim Roseboom
NVPDC -----
VDOA -----

WMATA

Jonathan Parker

FEDERAL/REGIONAL

FHWA-DC -----
FHWA-VA -----
FTA -----
NCPC -----
NPS -----
MWAQC -----
MWAA -----

COG STAFF

Chuck Bean, MWCOG
Robert Griffiths, DTP
Ron Milone, DTP
Andrew Meese, DTP
Elena Constantine, DTP
Nick Ramfos, DTP
Andrew Austin, DTP
Lamont Cobb, DTP
Michael Farrell, DTP
Bryan Hayes, DTP
Charlene Howard, DTP
Nicole McCall, DTP
Erin Morrow, DTP
Jane Posey, DTP
Wenjing Pu, DTP
Eric Randall, DTP
Sergio Ritacco, DTP
Rich Roisman, DTP
Daivamani Sivasailam, DTP
John Swanson, DTP
Dusan Vuksan, DTP
Patrick Zilliacus, DTP
Sophie Mintier, DCPS

OTHER

Alia Anderson, Toole Design Group
Alexandra Kremasanka, Maryland
Department of the Environment
Bill Orleans
Rob Prody, I-66 Consultant for VDOT



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

Item #5

MEMORANDUM

March 12, 2015

To: Transportation Planning Board

From: Kanathur Srikanth
Director, Department of Transportation Planning

Re: Steering Committee Actions

At its meeting on March 6, 2015, the TPB Steering Committee approved the following resolutions:

- SR13-2015: Resolution on an amendment to the FY 2015-2020 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to include funding for four new highway projects in Frederick, Montgomery, and Prince George's Counties, as requested by the Maryland Department Of Transportation (MDOT)
- SR14-2015: Resolution on an amendment to the FY 2015-2020 TIP that is exempt from the air quality conformity requirement to include funding for two road maintenance projects and one intersection improvement project in Fauquier County, as requested by the Virginia Department Of Transportation (VDOT)
- SR15-2015: Resolution on an amendment to the FY 2015-2020 TIP that is exempt from the air quality conformity requirement to include additional funding for the Rail Construction TIP Project Grouping, as requested by VDOT

The TPB Bylaws provide that the Steering Committee "shall have the full authority to approve non-regionally significant items, and in such cases it shall advise the TPB of its action."

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

**RESOLUTION ON AN AMENDMENT TO
THE FY 2015-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT
TO INCLUDE FUNDING FOR FOUR NEW HIGHWAY PROJECTS IN FREDERICK,
MONTGOMERY, AND PRINCE GEORGE'S COUNTIES, AS REQUESTED BY
THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on October 15, 2014 the TPB adopted the FY 2015-2020 TIP; and

WHEREAS, in the attached letter of February 25, 2015, MDOT has requested that the FY 2015-2020 TIP be amended to include \$2.657 million in state funding and \$9.095 million in National Highway Performance Program (NHPP) funding for the I-495 Inner Loop Resurfacing between I-270 and Seminary Road in Montgomery County; \$5 million in state funding for the US 15/US 40 Frederick Freeway Highway Reconstruction between I-70 and MD 26 in Frederick County; \$5.998 million in state funding for the I-495/I-270 Highway Reconstruction project between the American Legion Bridge and I-370 in Montgomery County; and \$3.214 million in state funding and \$11.664 million in NHPP funding for the I-95 Resurfacing project between I-495 and Old Gunpowder Road in Prince George's County, as described in the attached materials; and

WHEREAS, these projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, *Federal Register*;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2015-2020 TIP to include \$2.657 million in state funding and \$9.095 million in NHPP funding for the I-495 Inner Loop Resurfacing between I-270 and Seminary Road in Montgomery County; \$5 million in state

funding for the US 15/US 40 Frederick Freeway Highway Reconstruction between I-70 and MD 26 in Frederick County; \$5.998 million in state funding for the I-495/I-270 Highway Reconstruction project between the American Legion Bridge and I-370 in Montgomery County; and \$3.214 million in state funding and \$11.664 million in NHPP funding for the I-95 Resurfacing project between I-495 and Old Gunpowder Road in Prince George's County, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on March 6, 2015.



Maryland Department of Transportation
The Secretary's Office

February 25, 2015

Lawrence J. Hogan, Jr.
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Acting Secretary

The Honorable Phil Mendelson, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington DC 20002

Dear Chairman Mendelson:

The Maryland Department of Transportation (MDOT) requests four amendments to the State Highway Administration (SHA) portion of the FY 2015-2020 Transportation Improvement Program (TIP) as described below and in the attached memo. These amendments will reflect the changes made in the MDOT Final Consolidated Transportation Program (the MDOT budget), which was released in January 2015. The amendment details are summarized below. The funding additions are for existing projects that are already included in the currently approved air quality conformity analysis, and for projects that do not impact air quality conformity (resurfacing, planning).

TIP ID#	Project	Phase	Amount of New Funding	Comment
6430	I-495 (Capital Beltway) Inner Loop Resurfacing, I-270 Spur - Seminary Road, Bethesda/North Bethesda/Chevy Chase/Silver Spring/Forest Glen	PE CO	\$383,000 \$11,369,000	This is a resurfacing system preservation project. Due to the project cost, this project has been broken out of the grouped projects section and is now a stand alone project.
6431	US 15/US 40 (Frederick Freeway) Reconstruction, I-70 - MD 26 (Liberty Road), Frederick	PP PE	\$1,000,000 \$4,000,000	This project is a breakout of the larger I-270/US 15 Multi-Modal Corridor Study.
6432	I-270 and I-495 Corridor Planning (I-495, Potomac River - I-270; I-270, I-495 - I-370; and I-270 Spur, I-495 - I-270), Cabin John/Potomac/Bethesda/North Bethesda/Rockville/Gaithersburg	PP	\$6,000,000	This is a new corridor planning study.
6433	I-95 Resurfacing, I-495 - North of Old Gunpowder Road, Beltsville/Calverton/Konterra	PE CO	\$298,000 \$14,580,000	This is a resurfacing system preservation project. Due to the project cost, this project has been broken out of the grouped projects section and is now a stand alone project.

My telephone number is _____
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

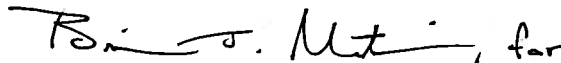
The Honorable Phil Mendelson
Page Two

MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee on its March 6, 2015 meeting.

The revised funding status will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions.

We appreciate your cooperation in this matter. If you have any questions or comments, please do not hesitate to contact Ms. Lyn Erickson, at 410-865-1279, toll-free at 888-713-1414 or via email at lerickson@mdot.state.md.us. Of course, please feel free to contact me directly.

Thank You,



Michael W. Nixon, Manager
Office of Planning and Capital Programming

Attachment

cc: Ms. Mary Deitz, Chief, Regional and Intermodal Planning Division, SHA
Ms. Lyn Erickson, Manager, Office of Planning and Capital Programming,
Maryland Department of Transportation
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming
Maryland Department of Transportation

Lawrence J. Hogan, Jr., Governor
Boyd K. Rutherford, Lt. Governor



Pete K. Rahn, Acting Secretary
Melinda B. Peters, Administrator

MEMORANDUM

TO: Mr. Don Halligan
Director
Office of Planning and Capital Programming
Maryland Department of Transportation

ATTN: Ms. Lyn Erickson
Mr. Mike Nixon

FROM: Mary Deitz, Chief *MD*
Regional and Intermodal Planning Division
State Highway Administration

DATE: February 24, 2015

SUBJECT: Request to Amend the Fiscal Years 2015-2020 National Capital Region
Transportation Improvement Program

The State Highway Administration (SHA) hereby requests amendment of the FY 2015-2020 National Capital Region Transportation Improvement Program (TIP). SHA is programming additional funding for four projects in the National Capital Region as summarized below and detailed in the attached TIP sheet. This amendment is needed to reflect:

- 1) The addition of \$11.6 million in design and construction funding for a new project, I-495 (Capital Beltway) Inner Loop Resurfacing, between I-270 Spur and Seminary Road (TIP 6430);
- 2) The addition of \$5.0 million in planning and design funding for a new project, US 15/US 40 (Frederick Freeway) Reconstruction between I-70 and MD 26 (Liberty Road) (TIP 6431);
- 3) The addition of \$6.0 million in planning funding for a new project, I-270 and I-495 Corridor Planning, including I-495 between the Potomac River and I-270, I-270 Spur between I-495 and I-270, and I-270 between I-495 and I-370 (TIP 6432); and
- 4) The addition of \$14.9 million in design and construction funding for a new project, I-95 Resurfacing, from I-495 (Capital Beltway) to north of Old Gunpowder Road (TIP 6433).

My telephone number/toll-free number is 410.545.5675/888.204.4828

Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov

IP	Project	Phase	New Funding	Comments
6430	I-495 (Capital Beltway) Inner Loop Resurfacing, I-270 Spur - Seminary Road, Bethesda/North Bethesda/Chevy Chase/Silver Spring/Forest Glen	PE CO	\$383,000 \$11,369,000	Adding design funding to reflect \$103,000 (State) previously spent on a new regionally significant system preservation project. Adding design funding to reflect new regionally significant system preservation project including \$383,000 (State) to FY 2015. Adding construction funding to reflect new regionally significant system preservation project including \$6.9 million (NHPP) and \$1.7 million (State) to FY 2016 and \$2.1 million (NHPP) and \$537,000 (State) to FY 2017.
6431	US 15/US 40 (Frederick Freeway) Reconstruction, I-70 - MD 26 (Liberty Road), Frederick	PP PE	\$1,000,000 \$4,000,000	Adding planning funding to reflect new regionally significant capital project, including \$217,000 (State) to FY 2015, \$522,000 (State) to FY 2016, and \$261,000 (State) to FY 2017. Adding design funding to reflect new regionally significant capital project, including \$426,000 (State) to FY 2015, \$1.0 million (State) to FY 2016, \$1.0 million (State) to FY 2017, \$1.0 million (State) to FY 2018, and \$511,000 (State) to FY 2019.
6432	I-270 and I-495 Corridor Planning (I-495, Potomac River - I-270; I-270, I-495 - I-370; and I-270 Spur, I-495 - I-270), Cabin John/Potomac/Bethesda/North Bethesda/Rockville/Gaithersburg	PP	\$6,000,000	Adding planning funding to reflect new regionally significant project, including \$508,000 (State) to FY 2015, \$1.2 million (State) to FY 2016, \$1.2 million (State) to FY 2017, \$1.2 million (State) to FY 2018, \$1.2 million (State) to FY 2019, and \$610,000 to FY 2020.
6433	I-95 Resurfacing, I-495 - North of Old Gunpowder Road, Beltsville/Calverton/Konterra	PE CO	\$298,000 \$14,580,000	Adding design funding to reflect new regionally significant system preservation project, including \$298,000 (State) to FY 2015. Adding construction funding to reflect new regionally significant system preservation project, including \$7.4 million (NHPP) and \$1.9 million (State) to FY 2016 and \$4.2 million (NHPP) and \$1.1 million (State) to FY 2017.

The additional funds for this project are available due to an increase in federal aid obligational authority.

The proposed action will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The amended funding does not affect the portion of federal funding programmed for transit or allocations of state aid to local jurisdictions in lieu of federal aid.

Mr. Don Halligan
Page Three

After your review, please forward this request to the National Capital Region Transportation Planning Board. Upon approval of the requested TIP amendment, please amend the FY 2014 Statewide TIP (STIP) using the funding information provided in the attachment. If you have any questions, please do not hesitate to contact SHA Assistant Regional Planner, Matt Baker, at 410-545-5668 or via email at mbaker4@sha.state.md.us.

Attachments: FY 2015-2020 National Capital Region TIP projects 6430-6433 reports
cc: Ms. Felicia Alexander, Deputy Director, Office of Planning and Preliminary Engineering, SHA
Mr. Matt Baker, Assistant Regional Planner, SHA
Mr. Eric Beckett, Assistant Chief, Regional and Intermodal Planning Division, SHA
Ms. Samantha Biddle, Regional Planner, SHA
Mr. Mark Crampton, District Engineer, SHA
Mr. David Rodgers, Regional Planner, SHA
Mr. Brian Young, District Engineer, SHA

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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MDOT/State Highway Administration

Interstate

I-270/I-495 Operational Improvements

TIP ID: 6432	Agency ID: MO8382	Title: I-495/I-270 Highway Reconstruction	Complete: 2030 Total Cost:						
Facility: I 495 /I 270Y /I 270	State	0/100/0	508 a	1,220 a	1,220 a	1,220 a	1,220 a	610 a	5,998
From: Potomac River (American Legion Bridge)									
To: I 370	Total Funds: 5,998								

Description: I-495 reconstruction between the Potomac River and I-270, I-270 Spur reconstruction between I-495 and I-270, and I-270 reconstruction between I-495 and I-370.

Amendment: Additional Planning Funding

Approved on: 3/6/2015

Adding planning funding to reflect new regionally significant project including \$508,000 (State) to FY 2015, \$1.2 million (State) to FY 2016, \$1.2 million (State) to FY 2017, \$1.2 million (State) to FY 2018, \$1.2 million (State) to FY 2019, and \$610,000 to FY 2020.

I-270/US 15 Corridor Study

TIP ID: 6431	Agency ID: FR1881	Title: US 15/US 40 Frederick Freeway Highway Reconstruction	Complete: 2030 Total Cost:						
Facility: US 15 /US 40	State	0/100/0	643 a	1,543 a	1,282 a	1,021 a	511 a		5,000
From: I 70									
To: MD 26	Total Funds: 5,000								

Description: Reconstruction of US 15 and US 40 between I-70 and MD 26.

Amendment: Additional Planning and Design Funding

Approved on: 3/6/2015

Adding planning funding to reflect new regionally significant capital project including \$217,000 (State) to FY 2015, \$522,000 (State) to FY 2016, and \$261,000 (State) to FY 2017. Adding design funding to reflect new regionally significant capital project including \$426,000 (State) to FY 2015, \$1.0 million (State) to FY 2016, \$1.0 million (State) to FY 2017, \$1.0 million (State) to FY 2018, and \$511,000 (State) to FY 2019.

Other

System Preservation Projects

TIP ID: 6430	Agency ID: MO1881	Title: I-495 Inner Loop Resurfacing	Complete: 2018 Total Cost: \$11,800						
Facility: I 495	NHPP	100/0/0		6,949 c	2,146 c				9,095
From: I 270 Y									
To: Seminary Road	State	0/100/0	383 a	1,737 c	537 c				2,657
								Total Funds: 11,752	

Description: Resurfacing of I-495 inner loop between I-270 and Seminary Road.

Amendment: Additional Design and Construction Funding

Approved on: 3/6/2015

Adding design funding to reflect new regionally significant system preservation project including \$383,000 (State) to FY 2015. Adding construction funding to reflect new regionally significant system preservation project including \$6.9 million (NHPP) and \$1.7 million (State) to FY 2016 and \$2.1 million (NHPP) and \$537,000 (State) to FY 2017.



**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source		Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
TIP ID: 6433 Agency ID: PG8231		Title: I-95 Resurfacing			Complete: 2018 Total Cost: \$14,900					
Facility: I 95		NHPP	100/0/0		7,417 c	4,247 c				11,664
From: I 495										
To: North of Old Gunpowder Road		State	0/100/0	298 a	1,854 c	1,062 c				3,214
Total Funds:										14,878

Description: Resurfacing of I-95 from I-495 to north of Old Gunpowder Road.

Amendment: Additional Design and Construction Funding **Approved on: 3/6/2015**
 Adding design funding to reflect new regionally significant system preservation project including \$298,000 (State) to FY 2015. Adding construction funding to reflect new regionally significant system preservation project including \$7.4 million (NHPP) and \$1.9 million (State) to FY 2016 and \$4.2 million (NHPP) and \$1.1 million (State) to FY 2017.

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION ON AN AMENDMENT TO
THE FY 2015-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT
TO INCLUDE FUNDING FOR TWO ROAD MAINTENANCE PROJECTS AND ONE
INTERSECTION IMPROVEMENT PROJECT IN FAUQUIER COUNTY, AS
REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on October 15, 2014 the TPB adopted the FY 2015-2020 TIP; and

WHEREAS, in the attached letter of February 26, 2015, VDOT has requested that the FY 2015-2020 TIP be amended to include \$103,000 in state and local funding for the Bear Wallow Road Paving and Milling project; \$281,000 in state and local funding for the North Broadview Avenue Paving and Milling project; and \$1.189 million in state and local funding for the Route 15/29/838 Lee Highway Intersection Improvements project, as described in the attached materials; and

WHEREAS, these projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, *Federal Register*;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2015-2020 TIP to \$103,000 in state and local funding for the Bear Wallow Road Paving and Milling project; \$281,000 in state and local funding for the North Broadview Avenue Paving and Milling project; and \$1.189 million in state and local funding for the Route 15/29/838 Lee Highway Intersection Improvements project, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on February 6, 2015.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

February 26, 2015

The Honorable Phil Mendelson, Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4201

RE: National Capital Region FY 2015-2020 Transportation Improvement Program
Amendments for Fauquier County Projects Pursuant to MPO Boundary Expansion

Dear Chairman Mendelson:

The Virginia Department of Transportation (VDOT) requests the following amendments to the FY 2015-2020 Transportation Improvement Program (TIP) to add funding for improvements in the portion of Fauquier County recently added to the MWCOG-TPB Metropolitan Planning Organization (MPO) planning area:

- Add UPC #104766, Bear Wallow Road – Paving and Milling (Maintenance), to the 2015-2020 TPB TIP. This project consists of the milling and paving of a 0.5 mile segment of Bear Wallow Road from the western corporate limits of Warrenton to Broadview Avenue. The estimated total project cost is approximately \$103,000. The amendment adds approximately \$103,000 in State matching and other funds for construction to the TIP.
- Add UPC #105805, North Broadview Avenue Paving and Milling RSFY15, to the 2015-2020 TPB TIP. This project consists of the milling and paving of a 0.56 mile segment of North Broadview Avenue from the northern corporate limits of Warrenton to Lee Highway/Winchester Street. The estimated total project cost is approximately \$281,000. The amendment adds approximately \$281,000 in State matching and other funds for construction to the TIP.

Mr. Phil Mendelson
February 26, 2015
Page 2

- Add UPC #105807, Intersection Improvements at Route 15/29/838 Lee Highway RSFY15, to the 2015-2020 TPB TIP. This project consists of improvements at the intersection of U.S. 15/29 and Route 838 (400 feet east of the intersection to 400 feet west of the intersection) without adding traffic capacity. The estimated total project cost is approximately \$1.189 million. The amendment adds approximately \$1.189 million in State matching and other funds for preliminary engineering, right of way acquisition, and construction to the TIP.

The amendments will have no impact on the financial constraint determination in the 2014 CLRP. Funding for the Fauquier County projects is being moved into the TIP along with the projects. This amendment will not impact the regional air quality conformity analysis because the projects are not significant for air quality conformity purposes.

The projects have been entered into the iTIP database. VDOT requests that this TIP Amendment be approved by the Transportation Planning Board's Steering Committee at its meeting on March 6, 2015. VDOT's representative will attend the meeting and will be available to answer any questions about the amendments.

Please contact Norman Whitaker, our Transportation Planning Manager, at 703-259-2799 if you have any questions.

Thank you for your consideration of this request.

Sincerely,



Helen L. Cuervo, P.E.
District Engineer
Northern Virginia District

cc: Ms. Dianne Mitchell, VDOT
Ms. Maria Sinner, P.E., VDOT-NOVA
Ms. Jan Vaughn, VDOT
Mr. Dan Painter, VDOT, Culpepper District
Mr. Norman Whitaker, AICP, VDOT-NOVA

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
Primary									
Intersection Improvements RTE 15/29/838 Lee Hwy RSFY15									
TIP ID: 6435		Agency ID: 105807		Title: Intersection Improvements RTE 15/29/838 Lee Hwy RSFY15				Complete: 2018	
Facility: US 29 Lee Highway	Local	0/0/100		60 b					1,054
From: 400' East of the intersection with Rte 838				994 c					
To: 400' West of the intersection with Rte 838	State/Local	0/50/50	135 a						135
Total Funds:									1,189

Description: This project consists of intersection improvements at the intersection of U.S. 15/29 and Route 838 (400 feet east of the intersection to 400 feet west of the intersection) without adding traffic capacity.

Amendment: New Project **Approved on: 3/6/2015**
Amend project into the FY 2015-2020 TIP with \$1.189 million in state and local funding in FY 2015.

North Broadview Ave Paving and Milling RSFY15									
TIP ID: 6436		Agency ID: 105805		Title: North Broadview Ave Paving and Milling RSFY15				Complete: 2015	
Facility: US 17 North Broadview Ave	State/Local	0/50/50	281 c						281
From: North Corp. Limits									
To: Lee Hwy/Winchester Street	Total Funds: 281								

Description: This project consists of the milling and paving of a 0.56 mile segment of North Broadview Avenue from the northern corporate limits of Warrenton to Lee Highway/Winchester Street.

Amendment: New Project **Approved on: 3/6/2015**
Amend project into the FY 2015-2020 TIP with \$281,000 in state and local funding in FY 2015.

Urban									
Bear Wallow Road - Paving and Milling (Maintenance)									
TIP ID: 6434		Agency ID: 104766		Title: Bear Wallow Road - Paving and Milling (Maintenance)				Complete:	
Facility: Bear Wallow Road	State/Local	0/50/50	103 c						103
From: Western Corporate Limits									
To: Broadview Avenue	Total Funds: 103								

Description: This project consists of the milling and paving of a 0.5 mile segment of Bear Wallow Road from the western corporate limits of Warrenton to Broadview Avenue.

Amendment: New Project **Approved on: 3/6/2015**
Amend project into the FY 2015-2020 TIP with \$103,000 in state and local funding across FY 2015 and FY 2016.

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

**RESOLUTION ON AN AMENDMENT TO
THE FY 2015-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT
TO INCLUDE ADDITIONAL FUNDING FOR THE RAIL CONSTRUCTION TIP
PROJECT GROUPING, AS REQUESTED BY THE VIRGINIA DEPARTMENT
OF TRANSPORTATION (VDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on October 15, 2014 the TPB adopted the FY 2015-2020 TIP; and

WHEREAS, in the attached letter of March 4, 2015, VDOT has requested that the FY 2015-2020 TIP be amended to include \$547,000 in Surface Transportation Program (STP) funds in FY 2015 for the Rail Construction TIP project grouping, as described in the attached materials; and

WHEREAS, these projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, *Federal Register*;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2015-2020 TIP to \$547,000 in STP funds in FY 2015 for the Rail Construction TIP project grouping, as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on
March 6, 2015.**



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

March 6, 2015

The Honorable Phil Mendelson, Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4201

RE: National Capital Region FY 2015-2020 Transportation Improvement Program Amendments for Northern Virginia VDOT TIP Grouping for Construction of Rail

Dear Chairman Mendelson:

The Virginia Department of Transportation (VDOT) requests an amendment to the FY 2015-2020 Transportation Improvement Program (TIP) to add funding to the TIP Project Grouping for rail. This amendment adds approximately \$547,000 in federal funding and state matching to the TIP and is needed to reflect VDOT's latest planned funding obligations. VDOT staff has made appropriate revisions to the TPB's iTIP online database.

The amendment will provide funding for two highway/rail safety projects in Prince William County. These projects are Virginia UPC numbers 105537 and 105546. This amendment will not impact the regional air quality conformity analysis because the projects are not significant for air quality conformity purposes. While the proposed funding changes are new to the TIP, they are part of the total federal and state funding estimates included in the current CLRP Financial Plan.

VDOT requests that this TIP Amendment be approved by the Transportation Planning Board's Steering Committee at its meeting on March 6, 2015. VDOT's representative will attend the meeting and be available to answer any questions about the amendments.

Please contact Norman Whitaker, our Transportation Planning Manager, at (703) 259-2799 if you have any questions.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in cursive script that reads "Helen L. Cuervo".

Helen L. Cuervo, P.E.
District Engineer
Northern Virginia District

cc: Ms. Dianne Mitchell, VDOT
Ms. Maria Sinner, P.E., VDOT-NOVA
Ms. Jan Vaughn, VDOT
Mr. Norman Whitaker, AICP, VDOT-NOVA

VirginiaDot.org
WE KEEP VIRGINIA MOVING

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
Transit									
TIP Grouping project for Construction: Rail									
TIP ID: 6306		Agency ID:		Title: Rail Construction				Complete:	
Facility:	AC	90/10/0	4	c					4
From:									
To:	STP	95/5/0	547	c					547
Total Funds:									551

Description: Grouped Rail Construction Projects

Amendment: Add Funding Add \$547,000 in STP funding to FY 2015, reduce AC funding by \$1,000.	Approved on: 3/6/2015
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NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD

Item #5

MEMORANDUM

March 12, 2015

TO: Transportation Planning Board

FROM: Kanti Srikanth *RSG for Kanti Srikanth*
Director, Department of Transportation Planning

RE: Letters Sent/Received Since the February 18th TPB Meeting

The attached letters were sent/received since the February 18th TPB meeting. The letters will be reviewed under Agenda #5 of the March 18th TPB agenda.

Attachments



U.S. Department
of Transportation
**Federal Railroad
Administration**



To Kati

February 24, 2015

Mr. Chuck Bean
Metropolitan Washington Council of Governments
777 N Capitol Street NE
Suite 300
Washington, DC 20002

Subject: Tier II Environmental Impact Statement
Southeast High Speed Rail - DC to Richmond
Participating Agency Invitation

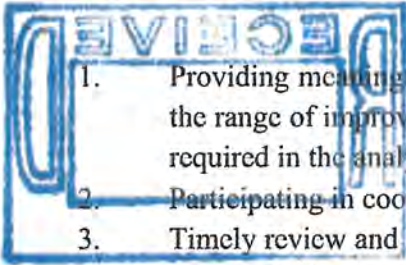
Dear Mr. Bean:

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor. The limits of the project extend from Control Point RO (MP CFP-110) in Arlington, Virginia south to the CSX Transportation (CSXT) A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles (see attached corridor map). The Tier II EIS will involve further analysis of the route alignments and improvement concepts progressed through the 2002 Tier I EIS and Record of Decision (ROD), including the Buckingham Branch Railroad and the CSXT S-Line and A-Line routes from Greendale north of Richmond to Centralia south of Richmond. Additional information on the Tier II EIS may be found at the project website: www.DC2RVArail.com.

This project is receiving federal funding through FRA (the lead federal agency), requires permits issued by other federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Parks Service, among others. Due to the involvement of several federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA).

Your agency has been identified as one that may have an interest in the study. As such, we extend your agency an invitation to become a Participating Agency in the development of the Tier II EIS for this project. Being a Participating Agency does not imply that your agency either supports the project or has any special responsibilities with respect to evaluation of the project.

Participating Agencies are responsible to identify, as early as practicable, any issues of concern regarding the project's potential environmental impacts that could substantially delay an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the Tier II EIS should include the following as they relate to your agency's area of interest:



1. Providing meaningful and early input on defining the purpose and need, determining the range of improvements to be considered, and the methodologies and level of detail required in the analysis of potential improvements.
2. Participating in coordination meetings and joint field reviews as appropriate.
3. Timely review and comment on environmental documentation to reflect the views and concerns of your agency.

In order to best facilitate the Tier II proceedings, we ask that your agency designate a single individual that will serve as your assigned representative to the study. We encourage the assignment of an individual that will best represent your agency's interests as well as convey study findings and decisions back to others within your agency.

If you have any questions regarding this environmental review, please contact John Winkle of my staff at 202-493-6067 or John.Winkle@dot.gov.

Thank you in advance for your interest and participation in this project.

Sincerely,

David Valenstein
Chief, Environmental and Planning Division
Federal Railroad Administration

Attachments: Corridor Map
Project Brochure

cc: Emily Stock
Manager of Rail Planning
Virginia Department of Rail and Public Transportation

John Morton
Consultant Project Manager



Let's Get Virginia Moving!

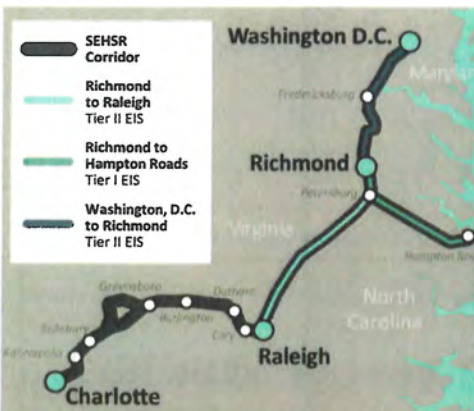
The Virginia Department of Rail and Public Transportation (DRPT) and the Federal Railroad Administration (FRA) are working to improve passenger rail service between Washington, D.C. and Richmond, Va. We are in the process of evaluating potential environmental impacts and benefits that may occur if changes are made to CSX's RF&P rail line, which runs generally parallel to I-95.

This project will provide the critical link between the northeast rail corridor and the rest of the Southeast High Speed Rail corridor, enhancing connectivity between Washington, D.C., Richmond, and beyond by providing faster and more reliable rail service.

This project will be evaluated in a Tier II Environmental Impact Statement (EIS) that will describe actions needed to expand the capacity of the rail network and document whether those actions would affect the man-made and natural environments. The EIS is intended to help decision makers understand the benefits and risks of moving forward with this project.

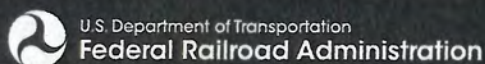
DC2RVA at a Glance:

- Northern Terminus – Arlington, Va.
- Southern Terminus – Centralia in Chesterfield County, Va.
- Approximately 123-mile segment generally parallel to the I-95 corridor
- Shared freight rail and passenger rail corridor



SEHSR Timeline

- 1992 - USDOT designated SEHSR from Washington, D.C. to Charlotte, N.C. as a national high-speed rail corridor
- 1999 - Tier I EIS began for the entire SEHSR corridor
- 2002 - SEHSR Corridor Tier I Final EIS and Record of Decision
- 2012 - Tier I Final EIS and Record of Decision for Richmond to Hampton Roads *A preferred high-speed rail alternative was identified*
- 2015 - Tier II Final EIS and Record of Decision expected for Richmond to Raleigh
- 2017 - Tier II Final EIS and Record of Decision expected for Washington, D.C. to Richmond



ITEM 7 - Action

March 18, 2015

Approval of Amendments to the FY 2015 Unified Planning Work Program (UPWP), and Approval of FY 2015 UPWP Carryover Funding to FY 2016

Staff

Recommendation: Adopt Resolution R15-2015 to amend the FY 2015 UPWP.

Adopt Resolution R16-2015 to approve the FY 2015 carryover funding to FY 2015.

Issues: None

Background: The Technical Committee at its March 6 meeting reviewed and approved the proposed carryover activities and budgets from the FY 2015 UPWP to the FY 2016 UPWP.

The final version of the FY 2016 UPWP will incorporate this carryover funding into the final work program to be submitted to the state departments of transportation and the Federal Highway and Transit Administrations.

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION TO AMEND THE FY 2015 UNIFIED PLANNING WORK PROGRAM
(UPWP) TO INCLUDE REVISED WORK STATEMENTS AND THE BUDGETS**

WHEREAS, the Joint Planning Regulations issued in February 2007 by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require a Unified Planning Work Program for Transportation Planning (UPWP); and

WHEREAS, the UPWP is required as a basis and condition for all funding assistance for transportation planning to state, local, and regional agencies by the FHWA and FTA; and

WHEREAS, the FY 2015 UPWP for the Washington Metropolitan Area was approved by the TPB on March 19, 2014; and

WHEREAS, revised work statements and budgets for projects in the FY 2015 UPWP have been developed by staff, the District Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), and the Washington Metropolitan Area Transit Authority (WMATA) to modify projects and identify funding which will be carried over into FY 2016, as described in the attached materials;

WHEREAS, at its March 6, 2015 meeting, the TPB Technical Committee was briefed on the proposed revised work statements and budgets for projects in the FY 2015 UPWP and recommended approval by the TPB;

NOW, THEREFORE, BE IT RESOLVED THAT the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD amends the FY 2015 UPWP to include revised work statements and budgets, as described in the attached Memorandum of March 12, 2015 entitled: "FY 2015 UPWP Amendments to Include Revised Work Statements and Budgets" (pages A-1 through A-11).



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

MEMORANDUM

March 12, 2015

TO: TPB Technical Committee

FROM: Kanti Srikanth
Director, Department of Transportation Planning

SUBJECT: FY 2015 UPWP Amendments to Include Revised Work Statements and Budgets

Attached are pages excerpted from the current FY 2015 UPWP indicating changes to the work statements and/or budgets for the following:

- 1.E. Public Participation: Carryover \$25,000, to provide additional funding to conduct an evaluation of the current public involvement process as recommended during the October 2014 Federal planning certification review.
- 2.B. Management, Operations, and Intelligent Transportation Systems (ITS) Planning: Carryover \$75,000, which is available due to the delay of issuance of MAP-21 federal performance measurement requirements at the national level regarding operations, as well as delay in beginning an update of the Regional ITS Architecture, providing additional time to coordinate with stakeholders.
- 2.F Regional Bus Planning: Carryover \$50,000, which is available due to staff unavailability, to provide a forum for discussion of the development of the performance measures and selection of performance targets required under MAP-21, in order to coordinate with relevant providers of public transportation to ensure consistency to the maximum extent practicable.
- 5.B. Congestion Monitoring and Analysis: Carryover \$25,000 to complete follow-up staff analysis to the One-Second Time-Lapsed Aerial Photography pilot study of the triennial freeway congestion monitoring data collection project completed in FY 2015.
- 5.C. Travel Surveys and Analysis: Carryover \$925,000, which will be used to collect household travel survey data from 2,400 households in the fall of 2015 rather than in the spring.
- 6. Technical Assistance
 - District of Columbia: Carry over \$67,060 for one project to FY 2016.
 - Maryland: Amend five project scopes and budgets and carry over \$199,843 to FY 2016.

- Virginia: Amend four project budgets, and carry over \$308,000 to FY 2016.
- WMATA: Carry over \$54,483 to FY 2016.

The total FY 2015 funding to be carried over is: \$1,729,386 (\$1,100,000 in the basic work program and \$629,386 in technical assistance funds).

Deletions are shown in ~~strikeout~~ and additions in **bold**.

PROPOSED AMENDMENTS TO THE FY 2015 UPWP

1.E. PUBLIC PARTICIPATION

The Participation Plan which was updated in the spring of 2014 will guide all public involvement activities to support the development of the TIP, the CLRP, the Regional Transportation Priorities Plan, and all other TPB planning activities.

Work activities include:

- Support implementation of the TPB Participation Plan.
- Provide public outreach support for the Regional Transportation Priorities Plan. Through a variety of public outreach activities, citizens will discuss the benefits, desirability and feasibility of potential projects and plan components.
- Develop and conduct workshops or events, as needed, to engage the public and community leaders on key regional transportation issues, including challenges reflected in the CLRP and TIP.
- Ensure that the TPB's website, publications and official documents are timely, thorough and user-friendly.
- Develop new written materials, tools and visualization techniques to better explain to the public how the planning process works at the local, regional and state levels.
- Conduct at least one session of the Community Leadership Institute, a two-day workshop designed to help community activists learn how to get more actively involved in transportation decision making in the Washington region.
- Effectively use technology, including social media and other web-based tools, to spread information about regional transportation planning and engage the public in planning discussions and activities.
- Provide staff support for the TPB Citizens Advisory Committee (CAC), including organizing monthly meetings and outreach sessions, and drafting written materials for the committee.
- Provide staff support for the TPB Access for All Advisory (AFA) Committee that includes leaders of low-income, minority and disabled community groups.
- Prepare AFA Committee memo to the TPB with comments on the CLRP related to projects, programs, services and issues that are important to community groups, such as providing better transit information for limited English speaking populations, improved transit services for people with disabilities, pedestrian and bike access and safety, and potential impacts of transit-oriented development and gentrification.

- Conduct regular public involvement procedures, including public comment sessions at the beginning of each TPB meeting and official public comment periods prior to the adoption of key TPB documents.
- ~~Initiate an evaluation of the current public involvement process as recommended during the recent Federal planning certification review. It is anticipated that a consultant will be utilized and additional funding will be identified for this activity in the FY 2016 UPWP.~~

Oversight:	Transportation Planning Board
Cost Estimate:	\$434,700 \$31,360 revision to FY 2015 budget \$466,060 total \$441,060 total
Products:	TPB Participation Plan with a proactive public involvement process; CAC and AFA Committee Report
Schedule:	On-going, with forums and meetings linked to preparation of CLRP and TIP

2.B. MANAGEMENT, OPERATIONS, AND INTELLIGENT TRANSPORTATION SYSTEMS (ITS) PLANNING

Regional transportation systems management and operations are vital considerations for metropolitan transportation planning, and have been emphasized in MAP-21. Under this work task, TPB will address these as well as coordination and collaborative enhancement of transportation technology and operations in the region, with a key focus on non-recurring congestion due to incidents or other day-to-day factors. The MOITS program includes planning activities to support the following major topics:

- MAP-21: Address MAP-21 requirements related to MOITS, including:
 - **Monitor upcoming needs regarding compiling and analyzing** data to support the “system reliability” National Goal for Performance Management
 - Coordinate with member states on system reliability targets
- ITS Data: The collection/compilation, processing, warehousing, and sharing of transportation systems usage and condition data from Intelligent Transportation Systems (ITS) sources
- Regional Transportation Management: Particularly in conjunction with the Metropolitan Area Transportation Operations Coordination (MATOC) Program (see also Task 2.I.); support the MOITS Technical Subcommittee in its long-range planning advisory role for the MATOC Program

- Multi-modal Coordination: Examination of traffic and transit management interactions in daily operations
- Coordination of day-to-day transportation operations planning with emergency preparedness in conjunction with the COG Regional Emergency Support Function 1 – Emergency Transportation Committee (see also Task 2.C.)
- Traveler Information: Real-time traveler information made available to the public, including addressing federal Section 1201 requirements on making real-time incident data available
- Congestion Management Process: Technology and operations strategies to address non-recurring congestion aspects of the regional Congestion Management Process (see also Task 2.A.)
- Maintenance and Construction Coordination: Regional sharing of available maintenance and construction information for coordination purposes, in conjunction with MATOC's regional construction coordination system
- Intelligent Transportation Systems (ITS) Architecture: ~~Update~~ **Begin development, to be completed in FY2016, of an updated version of** the regional ITS architecture in accordance with federal law and regulations
- Traffic Signals: Assist member agencies in the exchange and coordination of interjurisdictional traffic signal operations information and activities; examine traffic signal systems and operations from the regional perspective, including in conjunction with emergency planning needs
- Climate Change Adaptation: Monitor local and national practices regarding transportation operational procedures to adapt to climate change effects. Coordinate with COG Regional Climate Adaption Plan activities to identify transportation operations-related climate change adaptation activities for the region's transportation agencies to consider
- MOITS Strategies: Analysis of strategies designed to reduce congestion, reduce emissions, and/or better utilize the existing transportation system.
- Member Agency Activities: Work as needed with the MOITS activities of the state and D.C. departments of transportation, the Washington Metropolitan Area Transit Authority, and other member agencies
- Coordinate with supra-regional management and operations activities of the Federal Highway Administration, the I-95 Corridor Coalition, and other relevant stakeholders
- Provide staff support to the MOITS Policy Task Force, MOITS Technical Subcommittee, MOITS Regional ITS Architecture Subcommittee, and MOITS Traffic Signals Subcommittee.

Oversight: Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee

Cost Estimate: \$350,500
\$50,000 carryover from FY 2014
\$3,550 revision to FY 2015 budget
~~\$404,050 total~~ **\$329,500 total**

Products: Agendas, minutes, summaries, outreach materials as needed; white paper(s) on technical issues as needed; revised regional ITS architecture; MOITS input to the CLRP as necessary; review and advice to MOITS planning activities around the region; documentation as necessary supporting MAP-21 requirements of MOITS planning

Schedule: Monthly

2.F. REGIONAL BUS PLANNING

This work activity will provide support to the Regional Bus Subcommittee for the coordination of bus planning throughout the Washington region, and for incorporating regional bus plans into the CLRP and TIP. The Regional Bus Subcommittee is a forum for local and commuter bus, rail transit, and commuter rail operators and other agencies involved in bus operation and connecting transit services. The Subcommittee focuses on bus planning as well as regional transit issues, such as data sharing and technical projects.

The major topics to be addressed in FY 2015 include the following:

- Evaluate federal rulemaking for the performance provisions of MAP-21, specifically transit safety and transit state of good repair, including changes in the metropolitan planning process in regard to performance-based project programming and planning.
- Provide a forum for discussion of the development of the performance measures and selection of performance targets required under MAP-21, in order to coordinate with relevant providers of public transportation to ensure consistency to the maximum extent practicable.
- Development and publication of useful operations, customer, and financial data on regional bus services for TPB and public utilization, including a priority list of regional projects to improve bus transit services.
- Coordination and evaluation of CLRP and TIP proposals and amendments with regard to bus transit service plan implementation and capital projects for bus facilities and running way improvements.
- Provide technical advice and input regarding regional transportation and land use coordination, including the development of transit assumptions for TPB planning studies.
- Facilitation of technology transfer and information sharing as it relates to regional, state and local bus transit services, including for Bus Rapid Transit (BRT) projects, customer information, and other common issues.

- Coordination with other regional committees regarding bus transit participation in planning and training activities, including but not limited to the Regional Emergency Support Function (RESF) #1 at COG, and the MATOC Transit Task Force.
- Coordination with the TPB Management, Operations, and Intelligent Transportation Systems (MOITS) Policy Task Force and MOITS Technical Subcommittee regarding integrated planning for bus services and street operations.
- Coordination with the TPB Access for All (AFA) Committee to enhance regional mobility for all populations.

Oversight: Regional Bus Subcommittee

Cost Estimate: \$160,000
 \$50,000 carryover from FY 2014
 \$1,600 revision to FY 2015 budget
~~\$211,600 total~~ **\$161,600 total**

Products: Data compilation, reports on technical issues, and outreach materials

Schedule: Monthly

5. B. CONGESTION MONITORING AND ANALYSIS

Congestion Monitoring supplies data for the Congestion Management Process (CMP - Item 2A) and Models Development (Item 4C). The program monitors congestion on both the freeway and the arterial highway systems, to understand both recurring and non-recurring congestion. Data collection methods include a combination of aerial surveys, field data collection, and/or data procured from private sources. Examples of emerging technologies include probe-based data and Bluetooth-based data. As part of three-year cycles since 1993, in 2014 (**spanning portions of both FY2014 and FY2015**) an aerial survey of the region's freeway system (**including a one-second time-lapsed aerial photography pilot test component**) will be conducted. Data collection methods and sources for both freeways and arterials will also be examined from the perspective of MAP-21 requirements, especially as related to the CMP.

Oversight: MOITS Technical Subcommittee

Cost Estimate: \$360,500
 \$80,000 carryover from FY 2014
 \$3,600 revision to FY 2015 budget
~~\$444,100 total~~ **\$419,100 total**

Products: ~~Transportation~~ **Draft transportation** systems monitoring data sets and analysis reports from the aerial survey of the region's freeways; documentation

as necessary supporting MAP-21 requirements of congestion monitoring and analysis

Schedule: June 2015

5. C. TRAVEL SURVEYS AND ANALYSIS

Household Travel Survey

In FY 2012-2013, the 2007/2008 Regional Household Travel Survey data was supplemented with collection of household travel survey data from 4800 households in 14 focused geographic subareas of the region. This additional household travel survey data collection was in response to the need expressed by local jurisdiction users of the household travel survey to have additional household samples in smaller geographic subareas to analyze specific aspects of daily travel behavior in these smaller geographic areas. In FY 2015, staff will continue to support users of TPB household travel survey data, update user documentation and provide technical assistance to the users of these survey data and collect additional household travel survey data.

The following work activities are proposed for FY 2015:

- Provide data, documentation, and technical support to users of 2007/2008 Regional Household Travel Survey and the Geographically-Focused Household Surveys conducted in 2011-2013. Update of survey data files and user documentation as required.
- Continue to mine data collected in the 2007/2008 Regional Household Travel Survey the Geographically-Focused Household Surveys conducted in 2011-2013 support analysis of regional growth and transportation issues of topical interest to the members of the TPB. Prepare information reports on various aspects of daily household and vehicle travel in the TPB modeled area.
- Collect household travel survey data for 2,400 households in six focused geographic subareas of the region for more intensive analysis of specific growth and transportation issues. Examples of focused geographic subarea could include Metrorail station areas of a specific type, highway corridors with recent or planned major improvements, proposed light rail study area, or regional activity centers of with specific characteristics. Proposed focused geographic subareas for 2013 include: (1) Federal Center/Southwest/Navy Yard in DC (2) H Street Corridor NE in DC (3) Silver Spring in Montgomery County (4) US 1/Green Line in Prince George's County (6) City of Fairfax and (6) City of Manassas. The proposed geographic subareas will be reviewed and subject to refinement by the TPB Technical Committee and local jurisdiction planning staff.
- Update vehicle flows and commuter rail ridership across the external cordon for the TPB modeled area with data from third party vehicle trip data providers and commuter rail operators.

- The pre-test and data collection for the methodologically enhanced activity-based region-wide household survey will not begin until funding for the full survey can be identified. It is currently estimated that between \$2.1 and \$2.6 million in funding will be needed to collect survey data from approximately 10,000 households in the TPB modeled area.
- ~~Collect household travel survey data for 2,400 households in six focused geographic subareas of the region for more intensive analysis of specific growth and transportation issues. Examples of focused geographic subarea could include Metrorail station areas of a specific type, highway corridors with recent or planned major improvements, proposed light rail study area, or regional activity centers of with specific characteristics. Proposed focused geographic subareas for FY 2014 include: (1) St Elizabeths/Anacostia (2) Fort Totten (3) Greenbelt (4) Kentlands (5) Tysons (6) Leesburg. The proposed geographic subareas will be reviewed and subject to refinement by the TPB Technical Committee and local jurisdiction planning staff.~~

Oversight: Travel Forecasting Subcommittee

Estimated Cost: \$727,500
 \$800,000 carryover from FY 2014
 \$7,300 revision to FY 2015 budget
 \$ 1,534,800 total **\$609,800 total**

Product: ~~Household Travel Survey Data Collection and Processing, Household Travel Survey Analyses, Information Reports and Technical Memorandum, Maintenance of Travel Survey Data and Documentation~~

Schedule: June 2015

6. TECHNICAL ASSISTANCE

A. DISTRICT OF COLUMBIA

4. Other Tasks Yet To Be Defined

Cost Estimate: ~~\$67,060~~ 0

TOTAL DISTRICT OF COLUMBIA COST ESTIMATE: \$360,470
 \$19,833 carryover FY 2014
 \$1,757 revision to FY 2015
~~\$382,060 total~~ **\$315,000 total**

B. MARYLAND

2. Project Planning Studies

This work task will account for DTP staff time associated with the development of scopes of work for requested project. The work scope will account for technical support in travel demand modeling and alternative evaluations of ongoing and upcoming project planning studies. Work activities will also involve meeting with requesting agencies to discuss proposed projects, drafting and finalizing work statements and tasks, creating projects when authorized, attending project team meetings and progress reporting

Cost Estimate: \$100,000
 \$80,000 carryover from FY 2014
~~\$180,000 total~~ **\$130,000 total**

Schedule: On-going activity

3. Feasibility/Special Studies

This work task will provide funding to support technical support on feasibility/special studies as requested by MDOT, SHA and other agencies. Work may include but not limited to technical support in ongoing corridor/subarea studies, initiation of new studies ranging from major new corridor analyses to the development of travel demand forecasts for individual facilities and scenario analyses. Project authorizations may occur throughout the fiscal year as priorities dictate to address transportation planning initiatives and strategic goals of MDOT, SHA and other agencies.

Cost Estimate: ~~\$200,000~~ **\$150,000**

Schedule: On-going activity

4. Transportation Performance Measures

This work task will provide funding to support technical support on assessing the performance of the transportation network by assessing the congestion levels of freeway and arterial segments in accordance with MAP-21 mandates. In addition, accessibility and connectivity issues at a subarea level of analysis may be assessed as well as network bottlenecks. Finally, operational assessments of the area network may be conducted in support of planning studies.

Cost Estimate: \$100,000
 \$50,000 carryover from FY 2014
~~\$150,000 total~~ **\$100,000 total**

Schedule: On-going activity

7. Human Services Transportation Study Follow-on and Support

In FY2013 a human service transportation coordination study identified alternate service delivery models and funding mechanisms for the regional MetroAccess paratransit service, with a focus on Suburban Maryland. The study identified potential human service transportation coordination models and recommended an action plan for a pilot project with non-profit agencies serving people with developmental disabilities in Suburban Maryland. The study was jointly funded under the FY2013 UPWP Maryland and WMATA Technical Assistance work elements and was facilitated by the TPB staff. In FY2014, TPB staff will provide follow-up to the study, including additional work with MDOT, MTA, non-profit agencies, and private transportation providers to assist with implementation of the action plan. Additional work could include research, data collection, and stakeholder meetings to advance the action plan, and assessing existing MetroAccess alternatives in Suburban Maryland to support high quality and cost efficient transportation for people with disabilities.

Cost Estimate: \$40,000 **\$20,000**

Schedule: June 2015

8. Other Tasks yet to be defined

Other tasks are anticipated but not yet defined. This project is established to account for TPB staff time spent in responding to requests for technical assistance by MDOT, SHA, other modal agencies and jurisdictions whose scope of work or characteristics do not conform to the other work tasks of the Maryland Technical Assistance Program. Work under this project will be performed upon authorization by MDOT, SHA and/or other modal agencies and jurisdictions.

Cost Estimate: \$6,043
\$10,024 carryover from FY 2014
\$13,776 revision to FY 2015
~~\$29,843 total~~ **\$0 total**

TOTAL MARYLAND COST ESTIMATE: \$646,043
\$270,024 carryover from FY 2014
\$13,776 revision to FY 2015
~~\$929,843 total~~ **\$730,000 total**

C. VIRGINIA

1. Data/Documentation Processing

This work element accounts for DTP staff time associated with the administration of this Technical Assistance work program throughout the year. Work activities would involve meetings with participating agencies to discuss proposed/new projects, development of monthly progress reports, budgetary reporting and technical quality control. This work

task also includes staff time to process requests for data/documents from Northern Virginia as advised by VDOT throughout the year.

Cost Estimate: \$15,000
 \$8,000 carryover from FY 2014
~~\$23,000 total~~ **\$5,000 total**

Product: Data, documentation, scopes of work, progress reports

2. Travel Monitoring and Survey

This program will establish a continuous travel monitoring program for major commuting routes in Northern Virginia, with a goal of sampling each route on a 2-3 year cycle. Collected data and analysis may include volume and occupancy data, travel time data, and other information. The program will also include collection of bicycle and pedestrian data at various locations throughout Northern Virginia, as identified by VDOT.

Cost Estimate: ~~\$200,000~~ **\$160,000**

Products: Program management plan, data and analysis, technical memorandum

Schedule: On-going activity

3. Travel Demand Modeling

This project is designed to assist VDOT in the development of, and the evaluation of results from the regional transportation travel demand model, as adapted for its use by VDOT.

Specific tasks undertaken will be identified throughout the year and are likely to include: developing forecasts and/or extracting specific information from the regional model forecasts for specific scenarios/options evolving out of ongoing studies and/or project planning efforts; and assistance with documentation, training and customization of the regional travel demand forecasting model for the Northern Virginia sub-area per VDOT's requirements.

Cost Estimate: \$109,195
 \$59,972 carryover from FY 2014
~~\$169,167 total~~ **\$119,167 total**

Products: Customized travel demand model, technical memoranda.

Schedule: On-going activity

4. Regional and Sub-regional Studies

This project provides support for technical analysis for planning studies throughout the year as identified and requested VDOT and/or VDRPT. Work may include but not be limited to technical support in ongoing corridor/subarea studies, and initiation of new studies ranging from major new corridor analyses to the development of travel demand forecasts for individual facilities. The Commonwealth requires VDOT to review and comment on the technical reports for a variety of local development proposals. Such reports are referred to as "Section 527 reports." Tasks undertaken under this work element could involve staff assisting VDOT in the review and/or analysis of such Section 527 reports. Staff may also assist VDOT in its work on a system-wide evaluation designed to provide information relating to the effectiveness of ongoing and planned projects and programs aimed at addressing the congestion and mobility challenges in Northern Virginia. This evaluation could be examined in terms of level of service, delay, and other mobility criteria, which will be defined and estimated at the appropriate local, subarea, corridor and / or regional levels to enable a consistent assessment of specified projects/programs.

Cost Estimate: \$240,000
 \$256,119 carryover from FY 2014
 -\$37,832 revision to FY 2015 budget
~~\$458,287 total~~ **\$307,293 total**

Products: Travel demand modeling and technical analysis in support of Northern Virginia regional and sub-regional planning studies

Schedule: On-going activity

TOTAL VIRGINIA COST ESTIMATE: \$564,195
 \$324,091 carryover from FY 2014
 -\$37,832 revision to FY 2015 budget
~~\$850,454 total~~ **\$542,454 total**

D. WMATA

4. Other Tasks to be Defined

Other tasks anticipated but not yet defined

Cost Estimate: ~~\$54,483~~ **\$0**

TOTAL WMATA COST ESTIMATE: \$222,895
 \$26,700 carryover from FY 2014
 \$4,905 revision to FY 2015 budget
~~\$254,483 total~~ **\$200,000**

**TPB R16-2015
March 18, 2015**

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION TO APPROVE
CARRYOVER FUNDING FROM FY 2015 TO THE FY 2016
UNIFIED PLANNING WORK PROGRAM (UPWP)**

WHEREAS, the Joint Planning Regulations issued February 14, 2007 by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require a Unified Planning Work Program for Transportation Planning (UPWP); and

WHEREAS, the UPWP is required as a basis and condition for all funding assistance for transportation planning to state, local, and regional agencies by the FHWA and FTA; and

WHEREAS, the FY 2015 UPWP for the Washington Metropolitan Area was adopted by the TPB on March 19, 2014; and

WHEREAS, project work statements and budgets for carryover from FY 2015 to FY 2016 have been developed for seven projects in the core program and the Technical Assistance Programs of the District Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), and the Washington Metropolitan Area Transit Authority (WMATA);

NOW, THEREFORE, BE IT RESOLVED THAT: THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the work statements and budgets for carryover funding from FY 2015 to FY 2016 as described in the attached Memorandum of March 12, 2015 entitled "FY 2015 Carryover Work Statements and Budgets for the FY 2016 UPWP" (pages B-1 through B-11).



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

MEMORANDUM

March 12, 2015

TO: TPB Technical Committee

FROM: Kanti Srikanth
Director, Department of Transportation Planning

SUBJECT: FY 2015 Carryover Work Statements and Budgets for eh the FY 2016 UPWP

Attached are pages excerpted from the draft FY 2016 UPWP with changes and additions shown in bold to reflect the carryover funding from FY 2015 to FY 2016. The FY 2016 work elements affected by the FY 2015 carryover funding are as follows:

- 1.E. Public Participation: Carryover of \$25,000 to provide additional funding to conduct an evaluation of the current public involvement process as recommended during the October 2014 Federal planning certification review.
- 2.B. Management, Operations, and Intelligent Transportation Systems (ITS) Planning: Carryover of \$75,000 which will be used to coordinate and implement MAP-21 federal performance measurement requirements at the national level regarding operations and to beginning an update of the Regional ITS Architecture.
- 2.F Regional Bus Planning: Carryover of \$50,000 to provide for a forum for discussion of the development of the performance measures and selection of performance targets required under MAP-21, in order to coordinate with relevant providers of public transportation to ensure consistency to the maximum extent practicable.
- 5.B. Congestion Monitoring and Analysis: Carryover of \$25,000 to complete follow-up staff analysis to the One-Second Time-Lapsed Aerial Photography pilot study of the triennial freeway congestion monitoring data collection project.
- 5.C. Travel Surveys and Analysis: Carryover of \$925,000 to collect household travel survey data from 2,400 households in the fall of 2015.
- 6. Technical Assistance
 - District of Columbia: Carryover of \$67,060 for two projects.
 - Maryland: Carryover of \$199,843 for five projects.
 - Virginia: Carryover of \$308,000 for four projects.

- WMATA: Add three projects and use carryover of \$54,483 for one of these projects.

The total FY 2015 funding to be carried over is: \$1,729,386 (\$1,100,000 in the basic work program and \$629,386 in technical assistance funds).

The final version of the FY 2016 UPWP will combine the carryover funding and new funding into one work program for submission to FTA and FHWA. The proposed budget levels for these carryover projects are shown in Table A.

Deletions are shown in ~~strikeout~~ and additions in **bold**.

**TABLE A DRAFT
PROJECT CARRYOVER FROM FY 2015 TO FY 2016 BY FUNDING SOURCE**

WORK ACTIVITY	FY 2015 FUNDS	FTA/STATE/ LOCAL	FHWA/STATE/ LOCAL
1. PLAN SUPPORT			
E. Public Participation	25,000	5,922	19,078
2. COORDINATION and PROGRAMS			
B. Management, Operations, and ITS Planning	75,000	17,766	57,234
F. Regional Bus Planning	50,000	11,844	38,156
5. TRAVEL MONITORING			
B. Congestion Monitoring and Analysis	25,000	5,922	19,078
C. Travel Surveys and Analysis	925,000	219,114	705,886
Household Travel Survey			
Total, Core Program (I to V)	1,100,000	260,568	839,432
6. TECHNICAL ASSISTANCE			
A. District of Columbia	67,060	8,603	58,457
B. Maryland	199,843	25,638	174,205
C. Virginia	308,000	39,513	268,487
D. WMATA	54,483	54,483	
Total, Technical Assistance	629,386	128,237	501,149
TOTAL	1,729,386	388,805	1,340,581

CARRYOVER WORK STATEMENTS AND FUNDING FOR THE FY 2016 UPWP

1.E. PUBLIC PARTICIPATION

The Update of the Participation Plan which was approved by the TPB in September 2014 will guide all public involvement activities to support the development of the TIP, the CLRP, the Regional Transportation Priorities Plan, and all other TPB planning activities.

Work activities include:

- Support implementation of the TPB Participation Plan.
- Provide public outreach support for the Regional Transportation Priorities Plan. Through a variety of public outreach activities, citizens will discuss the benefits, desirability and feasibility of potential projects and plan components.
- Develop and conduct workshops or events, as needed, to engage the public and community leaders on key regional transportation issues, including challenges reflected in the CLRP and TIP.
- Ensure that the TPB's website, publications and official documents are timely, thorough and user-friendly.
- Develop new written materials, tools and visualization techniques to better explain to the public how the planning process works at the local, regional and state levels.
- Conduct at least one session of the Community Leadership Institute, a two-day workshop designed to help community activists learn how to get more actively involved in transportation decision making in the Washington region.
- Effectively use technology, including social media and other web-based tools, to spread information about regional transportation planning and engage the public in planning discussions and activities.
- Provide staff support for the TPB Citizens Advisory Committee (CAC), including organizing monthly meetings and outreach sessions, and drafting written materials for the committee.
- Provide staff support for the TPB Access for All Advisory (AFA) Committee that includes leaders of low-income, minority and disabled community groups.
- Prepare AFA Committee memo to the TPB with comments on the CLRP related to projects, programs, services and issues that are important to community groups, such as providing better transit information for limited English speaking populations, improved transit services for people with disabilities, pedestrian and bike access and safety, and potential impacts of transit-oriented development and gentrification.
- Conduct regular public involvement procedures, including public comment

sessions at the beginning of each TPB meeting and official public comment periods prior to the adoption of key TPB documents.

- **Complete an evaluation of the public involvement process which began in FY 2015 as recommended during the October 2014 Federal planning certification review. It is anticipated that a consultant will be utilized.**

Oversight:	Transportation Planning Board
Cost Estimate:	\$466,060 \$25,000 carryover from FY 2015 \$491,050 total
Products:	TPB Participation Plan with a proactive public involvement process; CAC and AFA Committee Reports, Report on an evaluation of the TPB public involvement process.
Schedule:	On-going, with forums and meetings linked to preparation of CLRP and TIP

2.B. MANAGEMENT, OPERATIONS, AND INTELLIGENT TRANSPORTATION SYSTEMS (ITS) PLANNING

Regional transportation systems management and operations are vital considerations for metropolitan transportation planning, and have been emphasized in MAP-21. Under this work task, TPB will address these as well as coordination and collaborative enhancement of transportation technology and operations in the region, with a key focus on non-recurring congestion due to incidents or other day-to-day factors. The MOITS program includes planning activities to support the following major topics:

- MAP-21: Address MAP-21 requirements related to MOITS, including:
 - **Monitor upcoming needs regarding compiling and analyzing** data to support the “system reliability” National Goal for Performance Management
 - Coordinate with member states on system reliability targets
- ITS Data: The collection/compilation, processing, warehousing, and sharing of transportation systems usage and condition data from Intelligent Transportation Systems (ITS) sources
- Regional Transportation Management: Particularly in conjunction with the Metropolitan Area Transportation Operations Coordination (MATOC) Program (see also Task 2.I.); support the MOITS Technical Subcommittee in its long-range planning advisory role for the MATOC Program
- Multi-modal Coordination: Examination of traffic and transit management interactions in daily operations

- Coordination of day-to-day transportation operations planning with emergency preparedness in conjunction with the COG Regional Emergency Support Function 1 – Emergency Transportation Committee (see also Task 2.C.)
- Traveler Information: Real-time traveler information made available to the public, including addressing federal Section 1201 requirements on making real-time incident data available
- Congestion Management Process: Technology and operations strategies to address non-recurring congestion aspects of the regional Congestion Management Process (see also Task 2.A.)
- Maintenance and Construction Coordination: Regional sharing of available maintenance and construction information for coordination purposes, in conjunction with MATOC's regional construction coordination system
- Intelligent Transportation Systems (ITS) Architecture: **Begin development of an updated version of the regional ITS architecture in accordance with federal law and regulations**
- Traffic Signals: Assist member agencies in the exchange and coordination of interjurisdictional traffic signal operations information and activities; examine traffic signal systems and operations from the regional perspective, including in conjunction with emergency planning needs
- Climate Change Adaptation: Monitor local and national practices regarding transportation operational procedures to adapt to climate change effects. Coordinate with COG Regional Climate Adaption Plan activities to identify transportation operations-related climate change adaptation activities for the region's transportation agencies to consider
- MOITS Strategies: Analysis of strategies designed to reduce congestion, reduce emissions, and/or better utilize the existing transportation system.
- Member Agency Activities: Work as needed with the MOITS activities of the state and D.C. departments of transportation, the Washington Metropolitan Area Transit Authority, and other member agencies
- Coordinate with supra-regional management and operations activities of the Federal Highway Administration, the I-95 Corridor Coalition, and other relevant stakeholders
- Provide staff support to the MOITS Policy Task Force, MOITS Technical Subcommittee, MOITS Regional ITS Architecture Subcommittee, and MOITS Traffic Signals Subcommittee.

Oversight: Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee

Cost Estimate: \$354,050
\$75,000 carryover from FY 2015
\$429,050 total

Products: Agendas, minutes, summaries, outreach materials as needed; white paper(s) on technical issues as needed; revised regional ITS architecture; MOITS input to the CLRP as necessary; review and advice to MOITS planning activities around the region; documentation as necessary supporting MAP-21 requirements of MOITS planning

Schedule: Monthly

2.F. PUBLIC TRANSPORTATION PLANNING

This work activity will provide support to the Regional Public Transportation Subcommittee for the coordination of public transportation planning throughout the Washington region, and for incorporating regional public transportation plans into the CLRP and TIP. The Regional Public Transportation Subcommittee is a forum for local and commuter bus, rail transit, and commuter rail operators and other agencies involved in public transportation planning and operation. The Subcommittee focuses on bus planning as well as regional transit issues, such as data sharing and technical projects. The work activity will also support the Private Providers Task Force, and private provider of public transportation involvement will be documented in the TIP. Quarterly meetings of the TPB Regional Taxicab Regulators Task Force will also be supported.

The major topics to be addressed in FY 2016 include the following:

- **Evaluate federal rulemaking for the performance provisions of MAP-21, specifically transit safety and transit state of good repair, including changes in the metropolitan planning process in regard to performance-based project programming and planning.**
- Provide a forum for discussion of the development of the performance measures and selection of performance targets required under MAP-21, in order to coordinate with relevant providers of public transportation to ensure consistency to the maximum extent practicable.
- Development and publication of an annual report "State of Public Transportation" that will provide useful operations, customer, and financial data on regional public transportation services for TPB and public utilization, including recent accomplishments and upcoming activities in public transportation across the region and a summary of the Subcommittee's discussions and any recommendations for consideration by the TPB.
- Coordination and evaluation of CLRP and TIP proposals and amendments with regard to public transportation service plan implementation and capital projects for public transportation facilities and runningway improvements.
- Provide technical advice and input regarding regional transportation and land use coordination, including the development of transit assumptions for TPB planning studies.
- Facilitation of technology transfer and information sharing as it relates to regional, state and local public transportation services, including for Bus Rapid

Transit (BRT) and other projects, customer information, and other common issues.

- Coordination with other regional committees regarding public transportation participation in planning and training activities, including but not limited to the Regional Emergency Support Function (RESF) #1 at COG and the MATOC Transit Task Force.
- Coordination with the TPB Management, Operations, and Intelligent Transportation Systems (MOITS) Policy Task Force and MOITS Technical Subcommittee regarding integrated planning for public transportation services and street operations.
- Coordination with the TPB Access for All (AFA) Committee and the Human Services Transportation Coordination Task Force to enhance regional mobility for all populations.

Oversight: Regional Public Transportation Subcommittee

Cost Estimate: \$180,600
\$50,000 carryover from FY 2015
\$230,600 total

Products: Annual report, data compilation, reports on technical issues, and outreach materials

Schedule: Monthly

5.B. CONGESTION MONITORING AND ANALYSIS

Congestion Monitoring supplies data for the Congestion Management Process (CMP - Item 2.A.) and Models Development (Item 4.C.). The program monitors congestion on both the freeway and the arterial highway systems, to understand both recurring and non-recurring congestion. Data collection methods include a combination of aerial surveys, field data collection, and/or data procured from private sources. Examples of emerging technologies include probe-based data and Bluetooth-based data. Activities will include:

- Undertake analysis on regional roadway monitoring information as follow-up to the three-part report prepared in FY2015 (on the triennial survey of congestion on the region's freeway system, **the FY2015 One-Second Time-Lapsed Aerial Photography pilot study**, and associated regional travel trends).
- Compile, review, and format transportation systems condition information from sources including:
 - The data archive from the I-95 Corridor Coalition Vehicle Probe Project (VPP) and associated VPP Suite developed by the University of Maryland Center for Advanced Transportation Technology;
 - The Regional Integrated Transportation Information System (RITIS) of

the Metropolitan Area Transportation Operations Coordination in conjunction with (MATOC) Program;

- The FHWA's National Performance Management Research Data Set (NPMRDS)
- Private sector sources as available.
- Examine potential new sources of archived operations data.
- Provide data to the products of the Congestion Management Process (see also Task 2.A.)

Oversight: MOITS Technical Subcommittee

Estimated Cost: \$364,100
\$25,000 carryover from FY 2015
\$389,100 total

Product: Transportation systems monitoring data sets and analysis reports from archives, provided for the products of the Congestion Management Process (2.A.) and other regional transportation planning activities; research or white papers as needed; documentation as necessary supporting MAP-21 requirements of congestion monitoring and analysis

Schedule: June 2016

5.C. TRAVEL SURVEYS AND ANALYSIS

Household Travel Survey

The 2007/2008 Regional Household Travel Survey data has been supplemented in FY 2012-FY 2015 by the collection of household travel survey data in focused geographic subareas throughout the region. In FY 2016, staff will continue to support users of TPB household travel survey data, update user documentation, provide technical assistance to the users of these survey data. Staff will also continue planning for the next region-wide household survey that will begin in 2016 and be conducted over three fiscal years. It is currently estimated that about \$3.0 million in funding will be needed to collect survey data from approximately 10,000-12,000 households in the TPB modeled area.

The following work activities are proposed for FY 2016:

- Provide data, documentation, and technical support to users of 2007/2008 Regional Household Travel Survey and 2011-2015 Geographically-Focused Household Travel Surveys. Update user documentation as required.
- Collect household travel survey data for 2,400 households in six focused geographic subareas of the region for more intensive analysis of specific growth and transportation issues. Examples of focused geographic subarea

could include Metrorail station areas of a specific type, highway corridors with recent or planned major improvements, proposed light rail study area, or regional activity centers of with specific characteristics. Proposed focused geographic subareas for FY 2016 include: (1) St Elizabeths/Anacostia (2) Fort Totten (3) Greenbelt (4) Kentlands (5) Tysons (6) Leesburg. The proposed geographic subareas will be reviewed and subject to refinement by the TPB Technical Committee and local jurisdiction planning staff.

- Complete the processing and analysis of data collected in the 2015 Geographically-Focused Household Travel Surveys to support analysis of regional growth and transportation issues of topical interest to the members of the TPB. Prepare information reports on various aspects of daily household and vehicle travel in the region.
- Continue planning for a large sample methodologically enhanced activity-based region-wide household travel survey that will begin in 2016 and continue over three fiscal years. A pre-test and evaluation of the survey methodology to conduct the enhanced activity-based region-wide household survey will be completed in FY 2016.

Oversight:	Travel Forecasting Subcommittee
Estimated Cost:	\$1,034,800 \$925,000 carryover from FY 2015 \$1,959,800 total
Product:	Processing and Analysis of Household Travel Survey Analyses, Information Reports and Presentations, Planning for Large Sample Region-wide Household Travel Survey.
Schedule:	June 2016

6. TECHNICAL ASSISTANCE

A. DISTRICT OF COLUMBIA

4. Automated Transferal for CLRP, Conformity and TIP Data

This task is to automate the process by which DDOT provide project information to the Transportation Improvement Program (TIP) database, known as "iTIP". DDOT will provide its data sets pertaining to the Financially Constrained Long-Range Transportation Plan, Air Quality Conformity Analysis, and Transportation Improvement Program to TPB staff. Staff will review these data sets and develop an automated process by which DDOT can directly transfer its data to the TPB's "iTIP" database. Consultant assistance from AmericanEagle.com may be required for additional programming to the iTIP database tool.

Cost Estimate: \$0
\$15,000 carryover from FY 2015
\$15,000 total

5. Other Tasks Yet To Be Defined

This project is established to account for TPB staff time spent in responding to requests for technical assistance by DDOT or other modal agencies whose scope of work or characteristics do not conform to the other work tasks of the District Of Columbia Technical Assistance Program. Work under this project will be performed upon authorization by DDOT or other modal agencies.

Cost Estimate: \$8,316
\$52,060 carryover from FY 2015
\$60,376 total

TOTAL DISTRICT OF COLUMBIA COST ESTIMATE: \$268,316
\$67,060 carryover FY 2015
\$335,376 total

B. MARYLAND

2. Project Planning Studies

This work task will account for DTP staff time associated with the development of scopes of work for requested project. The work scope will account for technical support in travel demand modeling and alternative evaluations of ongoing and upcoming project planning studies. Work activities will also involve meeting with requesting agencies to discuss proposed projects, drafting and finalizing work statements and tasks, creating projects when authorized, attending project team meetings and progress reporting

Cost Estimate: \$85,000
\$5,000 carryover from FY 2015
\$90,000 total

Schedule: On-going activity

3. Feasibility/Special Studies

This work task will provide funding to support technical support on feasibility/special studies as requested by MDOT, SHA and other agencies. Work may include but not limited to technical support in ongoing corridor/subarea studies, initiation of new studies ranging from major new corridor analyses to the development of travel demand forecasts for individual facilities and scenario analyses. Project authorizations may occur throughout the fiscal year as priorities dictate to address transportation planning initiatives and strategic goals of MDOT, SHA and other agencies.

Cost Estimate: \$85,000
\$5,000 carryover from FY 2015
\$90,000 total

Schedule: On-going activity

4. Transportation Performance Measures

This work task will provide funding to support technical support on assessing the performance of the transportation network by assessing the congestion levels of freeway and arterial segments in accordance with MAP-21 mandates. In addition, accessibility and connectivity issues at a subarea level of analysis may be assessed as well as network bottlenecks. Finally, operational assessments of the area network may be conducted in support of planning studies.

Cost Estimate: \$75,000
\$5,000 carryover from FY 2015
\$80,000 total

Schedule: On-going activity

7. Human Services Transportation Study Follow-on and Support

In FY2013 a human service transportation coordination study identified alternate service delivery models and funding mechanisms for the regional MetroAccess paratransit service, with a focus on Suburban Maryland. The study identified potential human service transportation coordination models and recommended an action plan for a pilot project with non-profit agencies serving people with developmental disabilities in Suburban Maryland. The study was jointly funded under the FY2013 UPWP Maryland and WMATA Technical Assistance work elements and was facilitated by the TPB staff. **In FY2016, TPB staff will provide follow-up to the study, including additional work with MDOT, MTA, non-profit agencies, and private transportation providers to assist with implementation of the action plan. Additional work could include research, data collection, and stakeholder meetings to advance the action plan, and assessing existing MetroAccess alternatives in Suburban Maryland to support high quality and cost efficient transportation for people with disabilities.**

Cost Estimate: \$0
\$20,000 carryover from FY 2015
\$20,000 total

Schedule: June 2016

9. Other Tasks Yet To Be Defined

Other tasks are anticipated but not yet defined. This project is established to account for TPB staff time spent in responding to requests for technical assistance by MDOT, SHA, other modal agencies and jurisdictions whose scope of work or characteristics do not conform to the other work tasks of the Maryland Technical Assistance Program. Work

under this project will be performed upon authorization by MDOT, SHA and/or other modal agencies and jurisdictions.

Cost Estimate: \$754
\$164,843 carryover from FY 2015
\$165,597 total

TOTAL MARYLAND COST ESTIMATE: \$488,754
\$199,843 carryover from FY 2015
\$688,597 total

C. VIRGINIA

6. Other Tasks Yet To Be Defined

Other tasks are anticipated but not yet defined. This project is established to account for TPB staff time spent in responding to requests for technical assistance by VDOT, DRPT other modal agencies and jurisdictions whose scope of work or characteristics do not conform to the other work tasks of the Virginia Technical Assistance Program. Work under this project will be performed upon authorization by VDOT, DRPT and/or other modal agencies and jurisdictions.

Cost Estimate: \$0
\$308,000 carryover from FY 2015
\$308,000 total

TOTAL VIRGINIA COST ESTIMATE: \$389,899
\$308,000 carryover from FY 2015
\$697,899 total

D. WMATA

~~4. Other Tasks Yet To Be Defined~~

~~Other tasks anticipated but not yet defined. This project is established to account for TPB staff time spent in responding to requests for technical assistance by WMATA whose scope of work or characteristics do not conform to the other work tasks of the WMATA Technical Assistance Program. Work under this project will be performed upon authorization by WMATA.~~

~~_____ Cost Estimate _____ \$155,838 **\$0**~~

4. TPB Travel Demand Model Improvements

TPB is currently undertaking a strategic plan for the travel demand forecasting model. Once it is complete, WMATA and TPB staff will work together to identify improvements for transit that could be implemented in FY16.

Cost Estimate: \$90,121

5. 2015 Metrobus and Metrorail Surveys

TPB staff will provide WMATA's Customer Research staff with advice and a Technical Memorandum on recommended sampling, processing and weighting procedures for WMATA's planned three year rolling Metrobus Survey that will begin in 2015. Staff will also provide WMATA staff with detailed protocols for the geocoding of home and other addresses collected in WMATA's 2015 Metrobus and Metrorail Surveys. TPB staff will also be available to respond to questions by WMATA staff performing the geocoding of these addresses.

Cost Estimate: \$24,100

6. Regional Accessibility Strategy for Paratransit Service

Consultants will be hired to develop a regional accessibility strategy for paratransit service that would build off the recommendations from a forthcoming George Mason University report and further analyze growth at the jurisdictional level.

**Cost Estimate: \$41,617
 \$54,483 carryover from FY 2015
 \$96,100 total**

**TOTAL WMATA COST ESTIMATE: \$170,838
 \$54,483 carryover from FY 2105
 \$225,321**

ITEM 8 - Action
March 18, 2015

Approval of FY 2016 Unified Planning Work Program (UPWP)

Staff

Recommendation: Receive briefing on the final UPWP for FY 2016 (July 1, 2015 through June 30, 2016) and adopt Resolution R17-2015 to approve it.

Issues: None

Background: The TPB was briefed on the outline and budget at the January 21, 2015 meeting. The draft FY 2015 UPWP was released for public comment on February 12. The Technical Committee reviewed the outline and budget on January 9 and reviewed the draft document on February 6. On March 6, the Technical Committee reviewed the proposed carryover activities and budgets from FY 2015 and recommended approval of the FY 2016 UPWP and the FY 2016 carryover activities and budgets by the TPB.

TPB R17-2015
March 18, 2015

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 NORTH CAPITOL STREET, N.E.
WASHINGTON, D.C. 20002-4201**

**RESOLUTION APPROVING THE FY 2016 UNIFIED PLANNING WORK PROGRAM
FOR TRANSPORTATION PLANNING**

WHEREAS, the Joint Planning Regulations issued February 14, 2007 by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) require a Unified Planning Work Program (UPWP) for Transportation Planning; and

WHEREAS, the Unified Planning Work Program is required as a basis and condition for all funding assistance for transportation planning to state, local and regional agencies by the FTA and FHWA; and

WHEREAS, the FY 2015 Unified Planning Work Program for Transportation Planning for the Washington Metropolitan Region was approved by the Transportation Planning Board (TPB) on March 19, 2014; and

WHEREAS, on February 12, 2015, the TPB released the draft FY 2016 UPWP for public comment; and

WHEREAS, the TPB Technical Committee reviewed the outline and budget on January 2, 2015 and the draft document on February 6, and recommended approval by the TPB of the final draft FY 2016 UPWP at its meeting on March 6; and

WHEREAS, on March 18, 2015, the TPB adopted resolution R16-2015 which identifies certain projects for carryover funding from FY 2015 to FY 2016, and these projects and budgets will be incorporated into the final version of the FY 2016 UPWP;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves the FY 2016 Unified Planning Work Program for Transportation Planning for the Metropolitan Washington Region.

**NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD**

FY 2016

**UNIFIED PLANNING WORK PROGRAM
FOR TRANSPORTATION PLANNING
FOR THE
WASHINGTON METROPOLITAN REGION**

DRAFT

March 18, 2015

The preparation of this program was financially aided through grants from the District of Columbia Department of Transportation; Maryland Department of Transportation; Virginia Department of Transportation; U.S. Department of Transportation, Federal Highway Administration; and the U.S. Department of Transportation, Federal Transit Administration, under the Federal Transit Act.

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I. INTRODUCTION

Purpose

The **FY 2016 Unified Planning Work Program (UPWP) for Transportation Planning for the Washington Metropolitan Region** incorporates in one document all federally assisted state, regional, and local transportation planning activities proposed to be undertaken in the region from July 1, 2015 through June 30, 2016. The UPWP provides a mechanism for the coordination of transportation planning activities in the region, and is required as a basis and condition for all federal funding assistance for transportation planning by the joint planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

This work program describes all transportation planning activities utilizing federal funding, including Title I Section 112 metropolitan planning funds, Title III Section 5303 metropolitan planning funds, and Federal Aviation Administration Continuing Airport System Planning (CASP) funds. It identifies state and local matching dollars for these federal planning programs, as well as other closely related planning projects utilizing state and local funds.

Planning Requirements

The planning activities outlined in this work program respond to a variety of regulatory requirements. The Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 defines the structure of the metropolitan planning process. On February 14, 2007, the FHWA and FTA issued final regulations regarding metropolitan planning in response to SAFETEA-LU. The Moving Ahead for Progress in the 21st Century (MAP-21) Act, which became law on July 6, 2012, made some important modifications to the metropolitan planning process, primarily requiring metropolitan planning organizations (MPOs) to establish and use a performance-based approach to transportation decision making and development of transportation plans. This work program has been developed to comply with the MAP-21 requirements regarding metropolitan planning essentially as presented in the proposed MPO planning rule published June 2, 2014.

On October 15, 2014, the TPB approved the 2014 Financially Constrained Long Range Transportation Plan (CLRP) for the National Capital Region. In January 2015, FHWA and FTA found that the 2014 CLRP and FY 2015-2020 TIP conform to the region's State Implementation Plans. On October 28 and 29, 2014, FHWA and FTA conducted a Certification Review of the metropolitan planning process of the Washington, DC-VA-MD TMA which is the responsibility of the National Capital Region Transportation Planning Board and the Fredericksburg Metropolitan Area Metropolitan Planning Organization. The report on this certification review is anticipated in the Spring 2015.

The Clean Air Act Amendments (CAAA) of 1990 requires that the transportation actions and projects in the CLRP and Transportation Improvement Program (TIP) support the attainment of federal health standards for ozone. The CLRP and TIP have to meet specific requirements as specified by the Environmental Protection Agency (EPA) regulations issued on November 24, 1993, with amendments on August 15, 1997 and supplemental guidance on May 14, 1999, regarding criteria and procedures for determining air quality conformity of

transportation plans, programs and projects funded or approved by the FHWA and FTA. These conformity requirements are also addressed in this document.

Regional Planning Goals

In 1998, the TPB adopted a set of policy goals that have since served to guide its planning work program. These goals are:

- The Washington metropolitan region's transportation system will provide reasonable access at reasonable cost to everyone in the region.
- The Washington metropolitan region will develop, implement, and maintain an interconnected transportation system that enhances quality of life and promotes a strong and growing economy throughout the entire region, including a healthy regional core and dynamic regional activity centers with a mix of jobs, housing, services and recreation in a walkable environment.
- The Washington metropolitan region's transportation system will give priority to management, performance, maintenance, and safety of all modes and facilities.
- The Washington metropolitan region will use the best available technology to maximize system effectiveness.
- The Washington metropolitan region will plan and develop a transportation system that enhances and protects the region's natural environmental quality, cultural and historic resources, and communities.
- The Washington metropolitan region will achieve better inter- jurisdictional coordination of transportation and land use planning.
- The Washington metropolitan region will achieve enhanced funding mechanisms for regional and local transportation system priorities that cannot be implemented with current and forecasted federal, state, and local funding.
- The Washington metropolitan region will support options for international and inter-regional travel and commerce.

Known as the TPB Vision, these goals are broad in scope, and also encompass a variety of strategies and objectives. Together, these goals, strategies, and objectives provide a framework for setting out core principles for regional transportation planning. MAP-21 requires the planning process to consider projects and strategies that address eight planning factors. These eight planning factors are encompassed by the TPB Vision's policy goals and are considered when developing the CLRP. Each planning factor is included in one or more of the TPB Vision goals, objectives and strategies, except for security, which is implicitly addressed in the TPB Vision.

On January 15, 2014, after a three-year process, the TPB approved the Regional Transportation Priorities Plan (RTPP) for the National Capital Region. The Priorities Plan developed a comprehensive set of regional transportation goals and challenges, and then identified three regional priorities that local, state, and regional agencies should consider when developing projects. In FY 2016, the Priorities Plan will influence policy actions, funding strategies and potential projects considered for potential incorporation into the CLRP.

Addressing Changing Planning Priorities

MAP-21 Requirements

MAP-21 calls for metropolitan planning organizations, public transportation providers and states **to establish and use a performance-based approach to transportation decision making to support seven national goals**. The USDOT must establish performance measures related to seven goal areas for the federal-aid highway system. The goal areas include: safety, infrastructure, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. Additional goal areas for public transportation address transit safety and transit asset management.

Once the performance measures are finalized, the states and public transportation providers then have a year to establish performance targets in support of those measures; and the MPO subsequently has 180 days to establish performance targets coordinated with those of the states and public transportation providers. After these targets are set, the metropolitan transportation plan and the transportation improvement program (TIP) are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. The metropolitan transportation plan will also have to include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP is also required to include a description of the anticipated effect of the TIP toward achieving the performance targets set in the plan.

Regional and federal factors that are non-regulatory may evolve from one year to the next, but are nonetheless influential in the planning activities that are conducted and described in this work program. As these factors continue to evolve, the UPWP is adjusted annually to focus on new and emerging priorities. This UPWP builds upon the previous UPWP, and is the result of close cooperation among the transportation agencies in the region. This UPWP was prepared with the involvement of these agencies, acting through the TPB, the TPB Technical Committee and its subcommittees. This UPWP details the planning activities that must be accomplished to address the annual planning requirements such as preparing the TIP and a Congestion Management System. It also describes the tasks required to meet the approval dates for the region's CLRP and the TIPs, and outlines the activities for the subsequent years.

Responsibilities for Transportation Planning

The National Capital Region Transportation Planning Board (TPB) is the organization responsible for conducting the continuing, cooperative, comprehensive (3-C) transportation planning process for the Metropolitan Washington Region in accordance with requirements of MAP-21. The TPB is the official Metropolitan Planning Organization (MPO) for transportation planning for the Washington metropolitan region, designated by the Governors of Maryland and Virginia and the Mayor of the District of Columbia.

The TPB is composed of representatives from the 20 cities and counties, including the District of Columbia, that are members of the Metropolitan Washington Council of

Governments (COG), the two state and the District transportation agencies, the Washington Metropolitan Area Transit Authority (WMATA), the Metropolitan Washington Airports Authority (MWAA), four federal agencies, the General Assemblies of Maryland and Virginia, and private transportation service providers. When matters of particular importance are before the TPB, a special voting procedure may be invoked that weights the votes of local jurisdiction members according to population.

Figure 1 lists the organizations represented on the TPB and its Technical Committees. Figure 2 shows the geographical location of each of the participating local jurisdictions. The TPB also serves as the transportation policy committee of COG. This relationship serves to ensure that transportation planning is integrated with comprehensive metropolitan planning and development, and is responsive to the needs of the local governments in the area.

Policy coordination of regional highway, transit, bicycle, pedestrian and intermodal planning is the responsibility of the TPB. This coordinated planning is supported by the three departments of transportation (DOTs), FTA, FHWA, and the member governments of COG. The TPB coordinates, reviews, and approves work programs for all proposed federally assisted technical studies as part of the UPWP. The relationship among land use, environmental and transportation planning for the area is established through the continuing coordinated land-use, environmental and transportation planning work programs of COG and TPB. Policy coordination of land use and transportation planning is the responsibility of COG, which formed the Region Forward Coalition in 2010 to foster collaboration in these areas, and the Transportation Planning Board. COG's regional land use cooperative forecasts are consistent with the adopted regional Long Range Transportation Plan.

The chairman of the TPB and the state transportation directors are members of the Metropolitan Washington Air Quality Committee (MWAQC), which was formed under the authority of the governors of Maryland and Virginia and the mayor of the District of Columbia to recommend the region's air quality plans. These recommendations are forwarded to the governors and mayor for inclusion in the State Implementation Plans (SIPs) they submit to EPA.

In the Washington Metropolitan region, the roles and responsibilities involving the TPB, the three state DOTs, the local government transportation agencies, WMATA, and the local government public transportation operators for cooperatively carrying out state transportation planning and programming have been established over several years. As required under the final planning regulations, the TPB, the state DOTs and the public transportation operators have documented their transportation planning roles and responsibilities in the Washington Metropolitan Region in a Memorandum of Understanding (MOU) that was executed by all parties on January 16, 2008. The MOU is included in the Appendix and the responsibilities for the primary planning and programming activities are indicated in Figure 3.

Included in the Appendix is the 2004 agreement between the TPB and the Fredericksburg Area MPO (FAMPO) in Virginia in which FAMPO committed to be responsible for meeting the TMA responsibilities for the transportation planning and programming requirements within the Metropolitan Washington Urbanized Area portion of Stafford County and producing the required planning documents on the TPB's current planning cycle.

Each year, the TPB Call for Projects document is transmitted to FAMPO requesting new and updated information on the projects located in the portion of Stafford County in the Washington DC TMA to be included in the update of the CLRP. FAMPO is also requested updated information on the Congestion Management System (CMS) for this portion of Stafford County. FAMPO transmits this information to TPB on the schedule included in the TPB Call for Projects document.

FY 2016 Regional Planning Priorities

Efforts will continue to address establishing performance measures and targets in coordination with the three state DOTs, WMATA and the local government public transportation operators in accordance with the new MAP-21 planning regulations and performance management requirements for MPOs. With the completion in January 2014 of the three-year process to develop the RTPP, the focus will turn to assessing what policy actions, funding strategies and potential projects are proposed for inclusion in the CLRP.

Efforts will continue to improve the coordination between land use and transportation planning. The TPB public participation process and technical planning procedures will also continue to be strengthened. In addition to these activities directly involving the TPB, a number of corridor studies and other planning studies and programs are underway throughout the region (see Figure 4).

Figure 1

ORGANIZATIONS REPRESENTED ON THE TPB AND/OR ITS TECHNICAL COMMITTEES

VIRGINIA

Arlington County	Northern Virginia Regional Commission
Fairfax County	Northern Virginia Transportation Commission
Loudoun County	Virginia Department of Transportation
Fauquier County	Virginia Department of Rail and Public Transportation
Prince William County	Virginia Department of Aviation
City of Alexandria	Virginia General Assembly
City of Fairfax	Potomac and Rappahannock Transportation Commission
City of Falls Church	
City of Manassas	
City of Manassas Park	
Northern Virginia Transportation Authority	

MARYLAND

Frederick County	City of Greenbelt
Montgomery County	City of Rockville
Prince George's County	City of Takoma Park
Charles County	The Maryland-National Capital Park and Planning Commission
City of Bowie	Maryland Department of Transportation
City of College Park	Maryland General Assembly
City of Frederick	
City of Gaithersburg	

DISTRICT OF COLUMBIA

D.C. Council
D.C. Department of Transportation
D.C. Office of Planning

REGIONAL, FEDERAL AND PRIVATE SECTOR

Washington Metropolitan Area Transit Authority
Private Transportation Service Providers
Metropolitan Washington Airports Authority
Federal Highway Administration
Federal Transit Administration
National Capital Planning Commission
National Park Service

**Figure 2
Membership of the
National Capital Region
Transportation Planning Board**

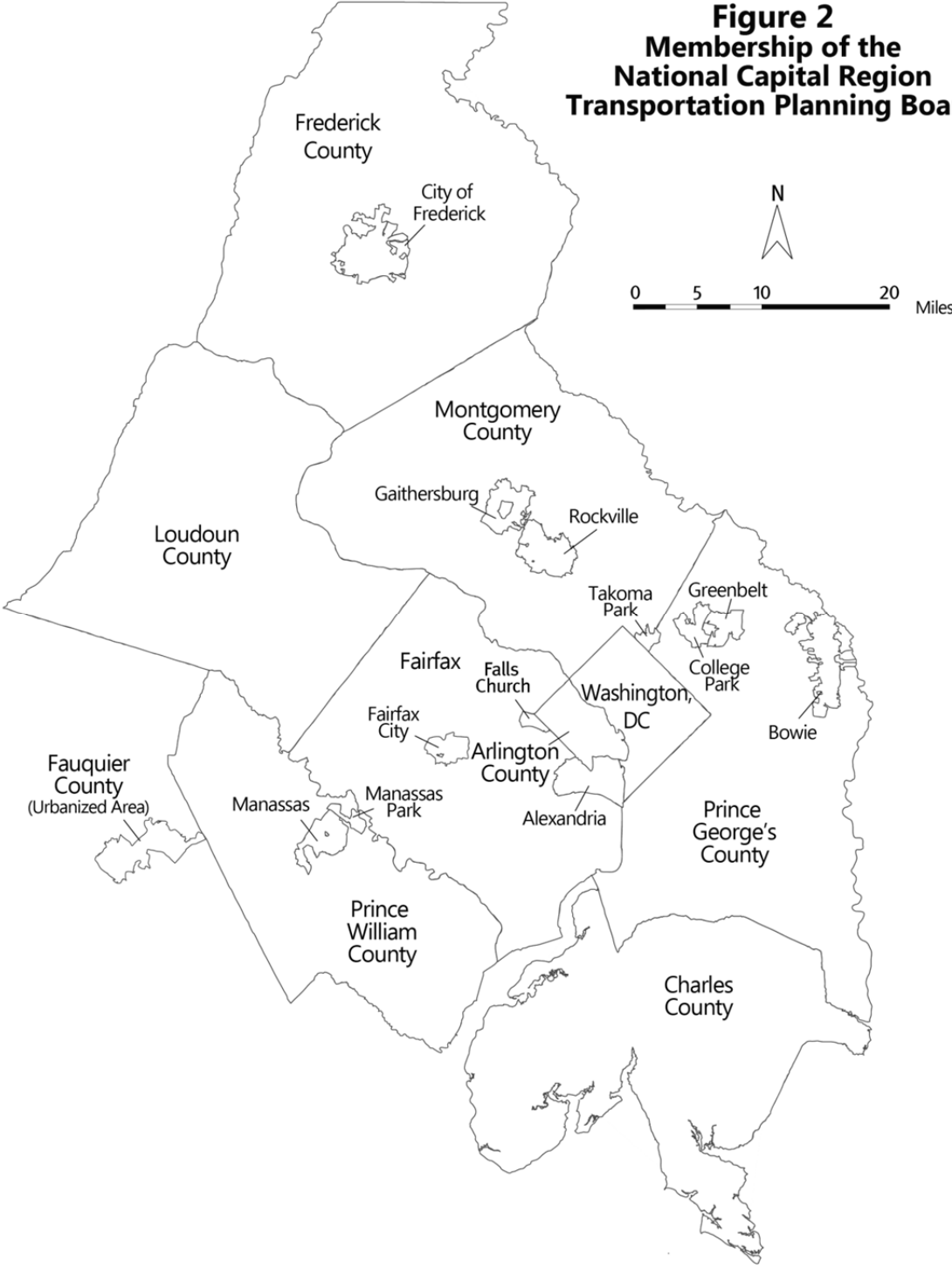


Figure 3

TRANSPORTATION PLANNING AND PROGRAMMING RESPONSIBILITIES

RESPONSIBILITY	AGENCIES
UPWP Development	TPB, DOTs, WMATA, Local Gov'ts
Planning Certification	TPB, DOTs
Performance-based Planning	TPB, DOTs, WMATA, Public Transportation Providers
CLRP Development	
Transportation/Land-Use Planning Plan Inputs/Update	TPB, MDPC, Local Gov'ts DOTs, WMATA, Local Gov'ts, NVTA, PRTC, FAMPO
Project Selection	TPB, DOTs, WMATA, and Local Gov'ts
Air Quality Conformity	TPB, FAMPO
Financial Plan	TPB, DOTs, WMATA, Local Gov'ts
Congestion Management Process	TPB, DOTs, Local Gov'ts, FAMPO
Safety Element	TPB, DOTs, Local Gov'ts,
Participation Plan	TPB
Freight Plan	TPB, DOTs, Local Gov'ts.
TIP Development	
TIP Inputs	DOTs, WMATA, Local Gov'ts, NVTA, PRTC,
Project Selection	TPB, DOTs, WMATA
Air Quality Conformity	TPB, FAMPO
Financial Plan	TPB, DOTs, WMATA, Local Govt., NVTA, PRTC
Human Service Transportation Coordination Planning	TPB, WMATA, human services agencies
Private Enterprise Participation	TPB, WMATA, Local Gov'ts, NVTC/PRTC
Public Involvement Plan	TPB
Projects Fed Funding	TPB, DOTs, WMATA
Air Quality 2010 Attainment Plan	MWAQC, TPB, DOTs
CO ₂ Mobile Emissions Reduction	WMATA, state AQ agencies
Climate Change Adaptation	TPB, DOTs, WMATA, Local Gov'ts
Corridor Studies	DOTs, WMATA, TPB
Travel Demand Forecasting	TPB
Travel Monitoring	TPB, DOTs, WMATA, Local Gov'ts

Figure 4**TRANSPORTATION PLANNING STUDIES WITHIN THE WASHINGTON METROPOLITAN AREA 2015**

Name	Primary Agencies	Schedule	Products
Regional			
Update of Constrained Long-Range Plan	TPB, state DOTs, WMATA, local govts.	2015	CLRP
Station Area Plans (multiple stations)	WMATA	on-going	Plans
Station Access Studies (multiple stations)	WMATA	on-going	Plans
Priority Corridor Dev. Plans (multiple corridors)	WMATA	on-going	Plans
Bus Service Eval. Studies	WMATA	on-going	Studies
Connect Greater Washington System Plan	WMATA	2015	Report
2040 Regional Transit System Implementation Plan	WMATA	2016	Report
Policy Alternatives to the 2040 RTSP Build Network	WMATA	2015	Report
LRT/ Streetcar Interoperability	WMATA	on-going	Report
Metrobus Passenger Survey	WMATA/MWCOG	2015	Dataset, Report
Late-Night Bus Service	WMATA	2015	Report
Silver Spring Capacity Study	WMATA	2015	Report
Farragut West – Farragut North Passageway Study	WMATA	2015	Report
Metrobus Emerging Corridor Studies	WMATA	ongoing	Report
Metrobus Network Effectiveness Study	WMATA	2015	Report

Figure 4 PLANNING STUDIES (Continued)

Name	Primary Agencies	Schedule	Products
Metrorail Line Load Application	WMATA	2015	Application
Metro Operating Cost Model Update	WMATA	2015	Application/Model
Metrorail Station Area Strategic Investment Plan	WMATA	2015	Report/Application Model
CLRP Transit Project Impacts on Metro	WMATA	2015	Report
Virginia	PLANNING STUDIES		
I 66 Tier 2 EIS (Outside the Beltway)	VDOT	2015	FEIS
I 66 Environmental Study (Inside the Beltway)	VDOT	2015	Report
Significant Projects Ratings Study (HB 599) Round 2	VDOT	2016	Ratings
DACPMA Hwy. EA	VDOT	2015	EA Report
Bi County Parkway	VDOT	2015	FEIS
VA Rte. 28 Study	VDOT	2015	Improvement Options
Fairfax County Pkwy Study Phase 1	VDOT	2015	Near-term Operational Improvements
US 1 Multimodal Alternative Analysis Study	VDRPT	2015	Recommended NEPA Action Documentation and environmental work/project development
VRE Extension to Gainesville	VRE	2015	NEPA Document

Figure 4 PLANNING STUDIES (Continued)

Name	Primary Agencies	Schedule	Products
NOVA Bike and Pedestrian Trails	VDOT	2015	Report Update
Maryland	PLANNING STUDIES		
I-95/I-495 Capital Beltway Study (American Legion Bridge – Woodrow Wilson Bridge)	MDOT, VDOT, Montgomery & Prince George's Counties	On-hold	DEIS
I-270/US 15 Multimodal Corridor Study (I-370 - North of Biggs Ford Road)	MDOT/SHA, MTA Montgomery & Frederick Counties	On-hold	FEIS
I-495/I-270 West Side Study (Potomac River - I-370)	MDOT/SHA Montgomery Co.	TBD	TBD
MD 3 Widening/Upgrade Study (US 50 to MD 32)	MDOT/SHA	On-hold	DEIS
MD 5 Transportation Study (I-95/I-495 - US 301)	MDOT/SHA	2016	DEIS
MD 28/MD 198 Corridor Study (MD 97 - I-95)	MDOT/SHA	2017	TBD
MD 97 Montgomery Hills Study (MD 390 - MD 192)	MDOT/SHA	2016	TBD
MD 97 Bus Rapid Transit Study (MD 586 - MD 108)	MDOT/MTA Montgomery Co.	cancelled	N/A
MD 223 Corridor Study (Steed Road - MD 4)	MDOT/SHA Prince George's Co.	2016	Report
MD 355 Bus Rapid Transit Study (MD 410/MD 187 - Clarksburg)	MDOT/SHA/MTA Montgomery & Frederick Counties	2016	Report
MD 586 Bus Rapid Transit Study (MD 97 - MD 355)	MDOT/SHA/MTA Montgomery Co.	2016	TBD
US 29 Bus Rapid Transit Study (MD 410 - MD 198)	MDOT/SHA/MTA Montgomery Co.	2016	Report

Figure 4 PLANNING STUDIES (Continued)

Name	Primary Agencies	Schedule	Products
US 301 South Corridor Transportation Study (I-595/US 50 - Potomac River)	MDOT/SHA Charles Co.	on hold	TBD
US 301 Waldorf Study (T.B. - South of Waldorf)	MDOT/SHA Charles Co.	2018	Feasibility Study
US 50 Feasibility Study (DC Line - Capital Beltway)	MDOT/SHA Prince George's Co.	2016	Feasibility Study
District of Columbia	PLANNING STUDIES		
14th Street Bridge Feasibility Study	FHWA, DDOT, VDOT	on-going	EIS
South Capitol Street (EIS)/AWI	DDOT	on-going	EIS
First Place and Galloway NE Redesign (Fort Totten Metrorail Station)	DDOT/WMATA	on-going	Report/Design
Managed Lane Study	DDOT	2015	NEPA
DC Streetcar - Union Station to Georgetown	DDOT/FTA/FHWA	2015	NEPA
DC Streetcar- Benning Rd Ext Environmental	DDOT/FTA/FHWA	2015	EA
DC Streetcar – M Street Ext Environmental	DDOT/FTA /FHWA	2015	EA
Long Bridge Study	DDOT/ FRA	2015	Study
Long Bridge Environmental	DDOT / FRA	2015	NEPA
C Street N.E. Implementation Study	DDOT	2015	Study
North South Corridor Study	DDOT	2015	Study
State Rail Plan	DDOT	2015	Plan

<u>Name</u>	<u>Primary Agencies (Cont.)</u>	<u>Schedule</u>	<u>Products</u>
Florida Avenue NE Study	DDOT	2015	Study
16 th Street NW Transit Priority	DDOT	2015	Study
East End Bike Lane Study	DDOT	2015	Study
Florida Avenue NE Study	DDOT	2015	Study
East-West Crosstown Study	DDOT	2015	Study

Total Proposed Funding by Federal Source for FY 2016

Proposed federal funding for the transportation planning activities in this UPWP relies upon five sources: FTA Section 5303, FHWA Section 112, FAA Continuous Airport System Planning (CASP), FHWA State Planning and Research (SPR) and special federal funding. The proposed funding amounts (including state and local matching funds) for the TPB work program are shown in Table 1 on page 17.

The new FY 2016 funding level in Table 1 under the "FTA Section 5303" column is assumed to be the same as the FY 2015 level, and new funding under the "FHWA Section 112" column is assumed to be the same as the FY 2015. The total FY 2016 budget for the Basic Program with unobligated funding from FY 2014 is assumed to be the same as the FY 2015 total. The FY 2016 funding levels and budget will be amended in the fall of 2015 after the new federal funding amounts are determined.

TABLE 1
FY 2016 TPB PROPOSED FUNDING BY FEDERAL, STATE AND LOCAL SOURCES
(July 1, 2015 to June 30, 2016)

	FTA SECT 5303 80% FED & 20% STA/ LOC	FHWA SECT 112 80% FED & 20% STA/ LOC	FAA CASP 90% FED & 10% LOC	TOTALS
ALLOTMENTS PROVIDED BY DDOT				
NEW FY 2016	532,855	2,150,307		2,683,162
UNOBLIGATED FY 2014	23,993	107,656		131,649
CARRYOVER FY 2015	67,563	267,800		335,363
SUBTOTAL	624,411	2,525,763		3,150,174
ALLOTMENTS PROVIDED BY MDOT				
NEW FY 2016	1,277,256	3,610,288		4,887,544
UNOBLIGATED FY 2014	249,550	550,550		800,100
CARRYOVER FY 2015	166,964	525,685		692,649
SUBTOTAL	1,693,770	4,686,523		6,380,293
ALLOTMENTS PROVIDED BY VDRPT & VDOT				
NEW FY 2016	1,037,185	2,861,800		3,898,985
UNOBLIGATED FY 2014	72,000	408,145		480,145
CARRYOVER FY 2015	154,276	547,097		701,373
SUBTOTAL	1,263,461	3,817,042		5,080,503
TPB BASIC PROGRAM				
TOTAL NEW FY 2016	2,847,296	8,622,395		11,469,691
TOTAL UNOBLIGATED FY 2014	345,543	1,066,351		1,411,894
SUBTOTAL	3,192,839	9,688,746		12,881,585
TOTAL CARRYOVER FY 2015	388,803	1,340,582		1,729,385
TOTAL BASIC PROGRAM	3,581,642	11,029,328		14,610,970
GRAND TOTAL	3,581,642	11,029,328	450,000	15,060,970

"New FY2016 funds" are newly authorized funds for the FY2016 UPWP

"Unobligated FY2014 funds" are unexpended funds from the completed FY2014 UPWP

"Carryover FY2015 funds" are programmed from the FY2015 UPWP to complete specific work tasks in the FY2016 UPWP

II. PROPOSED FY 2016 TPB WORK PROGRAM AND BUDGET

Program Structure

The TPB is responsible for the federally required planning process, serves as a forum for regional coordination, and provides technical resources for decision-making. This work program presents the work activities that support the TPB responsibilities. This work program comprises seven major activities and follows the structure in the FY 2015 program. These work activities include: (1) Plan Support; (2) Coordination and Programs; (3) Forecasting Applications; (4) Development of Networks/Models; (5) Travel Monitoring; (6) Technical Assistance; and (7) Continuous Airport System Planning. The tasks to be completed under each of the work activities are described in the following sections. The staff of the COG Department of Transportation Planning will carry out these activities, with the assistance of staff in other COG departments and supplementary consultant support.

The work program has been structured to clearly identify the specific work products to be developed, the linkages between them, and the TPB entity responsible for oversight of the products. Figures 5 and 6 on pages 21-22 illustrates the relationship between and among the TPB work activities.

The first major activity, **Plan Support**, includes the preparation and coordination of the policy and planning products necessary for conducting an effective transportation planning process for the region. The UPWP, the transportation improvement program (TIP) and the financially-constrained long-range plan (CLRP) are required by federal law and regulations. A new activity will coordinate the development of measures and targets to be incorporated into performance-based planning for the CLRP and TIP as required in MAP-21.

The second major activity, **Coordination and Programs**, includes related activities such as the regional congestion management process (CMP), safety planning, management, operations and technology, emergency preparedness, freight planning, public transportation planning, and bicycle and pedestrian planning. These activities will support the development of performance measures and targets. Public participation applies to all of the policy products. Human services transportation coordination planning incorporates the MPO role in the new MAP-21 FTA Section 5310 Enhanced Mobility program for elderly persons and persons with disabilities. The Transportation /Land Use Connection (TLC) Program supports the improvement of coordination between land use and transportation planning and incorporates the MPO role in the MAP-21 Transportation Alternatives Program.

The third major activity, **Forecasting Applications**, includes forecasting applications such as air quality conformity and regional studies to provide the substantive inputs for the policy products.

The fourth major activity, **Development of Networks and Models** interacts with **Travel Monitoring**, the fifth major activity. Together, these activities provide empirical travel information from congestion monitoring and survey and analysis activities. Both products and methods activities provide input for the technical products.

The sixth major activity, **Technical Assistance**, activity responds to requests from state and local governments and transit operating agencies for applying TPB methods and data to support corridor, project, and sub-area transportation and land use studies related to regional transportation planning priorities.

Finally, the seventh major activity, **Continuous Airport System Planning (CASP)** utilizes the methods and data work activities for airport and airport-serving facilities in the region.

Work Activity Budgets

The proposed budget levels by funding source, which include FTA and FHWA funds together with state and local match, are shown in Table 2 on page 23. The TPB committee structure is shown in Figure 6 on page 25. The TPB committee or sub-committee responsible for the specific work activities listed in Table 2 are shown under the descriptions for each task starting on page 27. A detailed breakdown of staffing, consultant costs and other budgetary requirements is provided in Table 3 on page 24.

Funding for the TPB Basic Work Program is similar to the FY 2015 level. The FY 2016 UPWP continues and modifies some work activities in the FY 2015 UPWP to address MAP-21 requirements. The structure and content of this work program are summarized as follows:

- **Section 1 - Plan Support**, a new activity will coordinate the development of measures and targets to be incorporated into performance-based planning for the CLRP and TIP as required in MAP-21. The other activities have been conducted on an annual basis in previous years.
- **Section 2 - Coordination Planning**, all of the activities have been conducted on an annual basis in previous years and will address the development of new performance measures and targets required in MAP-21.
- **Section 3 - Forecasting Applications**, under regional studies, transportation support for the COG multi-sector greenhouse gas working group and the development of a regional list of unfunded transportation projects began in FY 2015. The other activities have been conducted on an annual basis in previous years.
- **Section 4 - Development of Networks/Models** and **Section 5 - Travel Monitoring**: all of the activities have been conducted on an annual basis in previous years.
- **Section 6 - Technical Assistance** and **Section 7 - Continuous Airport System Planning (CASP)** are conducted each year.
- **Section 8 - Service/Special Projects**, service work or special technical studies as specified in contracts between the transportation agencies and COG may be included in the UPWP. Services or special projects are authorized and funded separately by the transportation agencies.

Figure 5: Overview of Planning Products and Supporting Activities

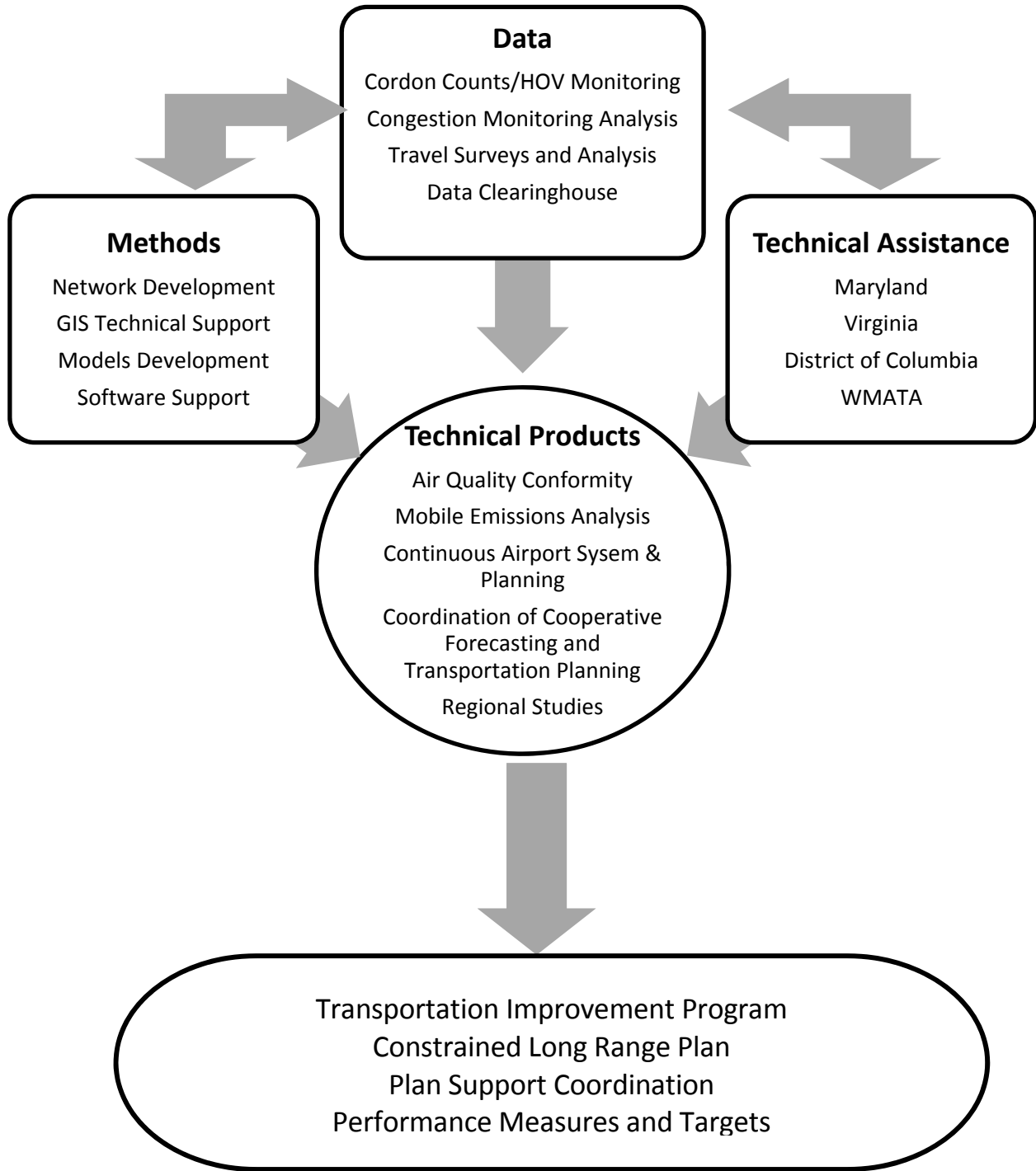


Figure 6: Visual Representation of UPWP Work Activity Relationships

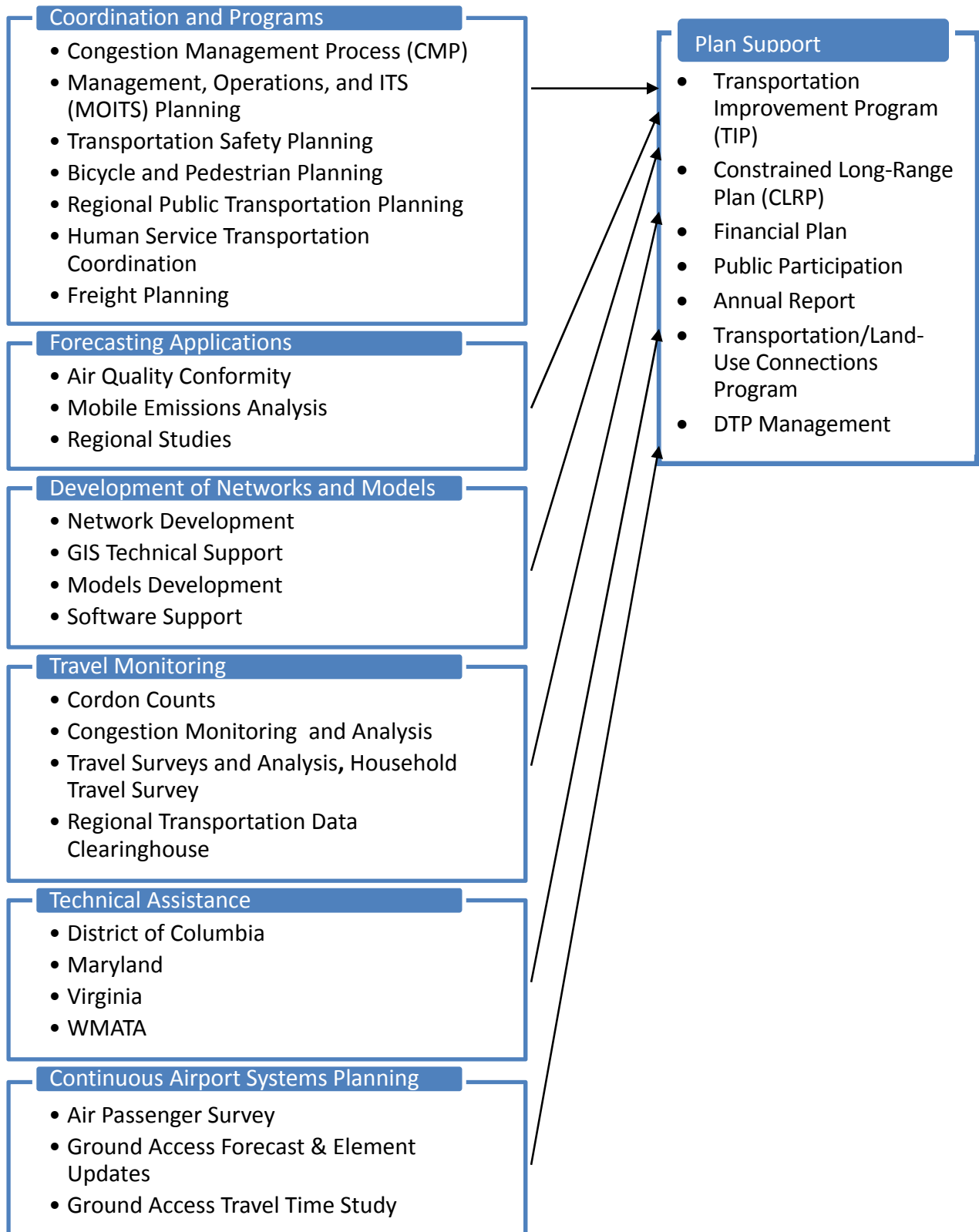


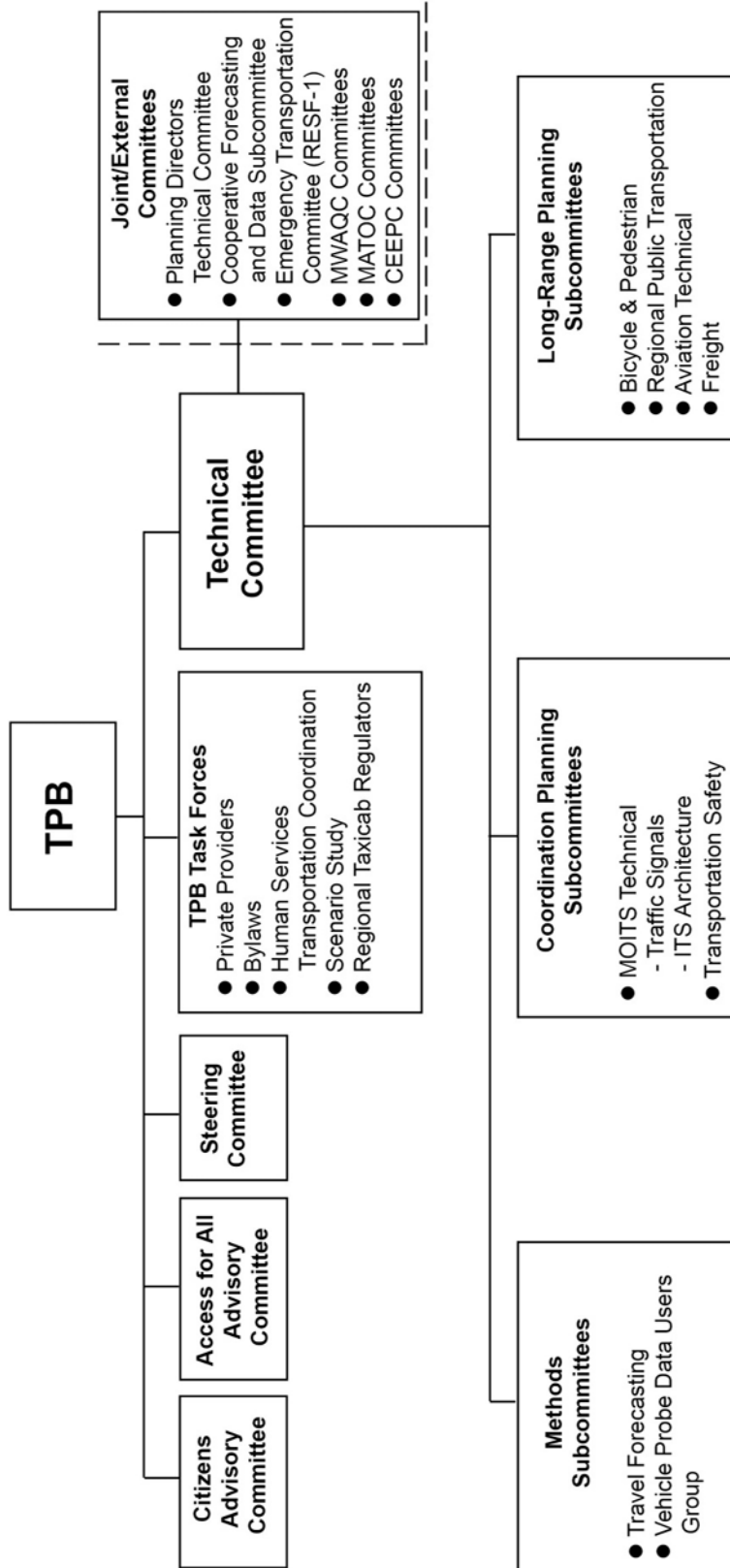
TABLE 2
TPB FY 2016 WORK PROGRAM BY FUNDING SOURCES

WORK ACTIVITY	TOTAL COST	FTA/STATE/ LOCAL	FHWA/STATE/ LOCAL	OTHER FUND
1. PLAN SUPPORT				
A. Unified Planning Work Program (UPWP)	73,550	18,285	55,265	
B. Transp Improvement Program (TIP)	225,300	56,012	169,288	
C. Constrained Long-Range Plan	625,885	155,601	470,284	
D. Financial Plan	65,550	16,296	49,254	
E. Public Participation	466,060	115,867	350,193	
F. Performance-Based Planning for CLRP/TIP	100,000	24,861	75,139	
G. Annual Report	83,350	20,722	62,628	
H. Transportation/Land Use Connection Program	434,900	108,120	326,780	
I. DTP Management	488,333	121,404	366,929	
Subtotal	2,562,928	637,166	1,925,762	
2. COORDINATION and PROGRAMS				
A. Congestion Management Process (CMP)	213,150	52,991	160,159	
B. Management, Operations, & ITS Planning	354,050	88,020	266,030	
C. Emergency Preparedness Planning	78,400	19,491	58,909	
D. Transportation Safety Planning	130,100	32,344	97,756	
E. Bicycle and Pedestrian Planning	126,250	31,387	94,863	
F. Regional Public Transportation Planning	180,600	44,899	135,701	
G. Human Service Transportation Coordination	142,700	35,476	107,224	
H. Freight Planning	156,050	38,795	117,255	
I. MATOC Program Planning Support	124,850	31,039	93,811	
Subtotal	1,506,150	374,442	1,131,708	
3. FORECASTING APPLICATIONS				
A. Air Quality Conformity	590,500	146,803	443,697	
B. Mobile Emissions Analysis	714,500	177,631	536,869	
C. Regional Studies	587,200	145,983	441,217	
D. Coord Coop Forecasting & Transp Planning	839,400	208,682	630,718	
Subtotal	2,731,600	679,100	2,052,500	
4. DEVELOPMENT OF NETWORKS/MODELS				
A. Network Development	800,800	199,086	601,714	
B. GIS Technical Support	571,000	141,956	429,044	
C. Models Development	1,214,500	301,935	912,565	
D. Software Support	186,200	46,291	139,909	
Subtotal	2,772,500	689,268	2,083,232	
5. TRAVEL MONITORING				
A. Traffic Counts	261,000	64,887	196,113	
B. Congestion Monitoring and Analysis	364,100	90,518	273,582	
C. Travel Surveys and Analysis				
Household Travel Survey	1,034,800	257,260	777,540	
D. Regional Trans Data Clearinghouse	330,700	82,215	248,485	
Subtotal	1,990,600	494,881	1,495,719	
Core Program Total (1 to 5)	11,563,778	2,874,857	8,688,921	
6. TECHNICAL ASSISTANCE				
A. District of Columbia	268,316	34,422	233,894	
B. Maryland	488,754	62,702	426,052	
C. Virginia	389,899	50,020	339,879	
D. WMATA	170,838	170,838		
Subtotal	1,317,807	317,982	999,825	
Total, Basic Program	12,881,585	3,192,839	9,688,746	
7. CONTINUOUS AIRPORT SYSTEM PLANNING				
A. Process 2015 Air Passenger Survey - Ph 1	400,000			400,000
B. Ground Access Travel Time Update	50,000			50,000
				0
Subtotal	450,000			450,000
GRAND TOTAL	13,331,585	3,192,839	9,688,746	450,000

**TABLE 3
TPB FY 2016 BUDGET AND WORK PROGRAM BY EXPENDITURE CATEGORY**

WORK ACTIVITY	DIRECT SALARIES STAFF	DIRECT SALARIES OTHER COG STAFF	M & A	LEAVE BENEFITS 19%	FRINGE BENEFITS 28%	INDIRECT COSTS 31%	DATA & PC COSTS	CONSULTANT	DIRECT COSTS	TOTAL
1. PLANS SUPPORT										
A. Unified Planning Work Program	29,368	0	7,342	6,975	12,232	17,334	100	0	200	73,550
B. Transportation Improvement Program	80,225	0	20,056	19,053	33,414	47,352	200	25,000	0	225,300
C. Constrained Long-Range Plan	222,922	15,000	59,481	56,507	99,095	140,431	1,250	25,000	6,200	625,885
D. Financial Plan	2,271	0	5,568	5,289	9,276	13,145	0	10,000	0	65,550
E. Public Participation	132,169	0	33,042	31,390	55,048	82,398	0	75,000	52,100	461,147
F. Private Enterprise Participation	39,892	0	9,973	9,474	16,615	23,946	0	0	500	100,000
G. Annual Report	14,373	0	3,593	3,414	5,986	12,305	0	15,000	32,500	87,171
H. Transportation/Landuse Connection Program	69,320	0	17,330	16,463	28,872	40,915	0	260,000	2,000	434,900
I. DTP Management	106,980	0	26,745	25,408	44,557	63,144	0	10,000	211,500	488,333
Subtotal	717,519	15,000	183,130	173,973	305,094	440,570	1,550	420,000	305,000	2,561,836
2.COORDINATION and PROGRAMS										
A. Congestion Management Process	84,254	0	21,064	20,010	35,092	49,730	0	0	3,000	213,150
B. Management, Operations, & ITS Planning	140,744	0	35,186	33,427	58,620	83,073	0	0	3,000	354,050
C. Emergency Preparedness Planning	11,881	4,517	4,099	3,894	6,830	18,363	0	0	37,500	87,084
D. Transportation Safety Planning	51,358	0	12,840	12,198	21,391	30,314	0	0	2,000	130,100
E. Bicycle and Pedestrian Planning	49,815	0	12,454	11,831	20,748	29,403	0	0	2,000	126,250
F. Regional Bus Planning	71,405	0	17,851	16,959	29,740	42,146	0	0	2,500	180,600
G. Human Service Transportation Coordination	56,410	0	14,102	13,397	23,495	33,295	0	0	2,000	142,700
H. Freight Planning	61,762	0	15,441	14,669	25,724	36,455	0	0	2,000	156,050
I. MATOC Program Planning & Support	49,654	0	12,414	11,793	20,681	29,308	0	0	1,000	124,850
Subtotal	577,283	4,517	145,450	138,178	242,320	352,086	0	0	55,000	1,514,834
3. FORECASTING APPLICATIONS										
A. Air Quality Conformity	215,321	19,620	58,735	55,799	97,853	138,672	2,000	0	2,500	590,500
B. Mobile Emissions Analysis	228,956	52,091	70,262	66,749	117,056	165,885	10,000	0	3,500	714,500
C. Regional Studies	162,554	51,900	53,614	50,933	89,320	126,579	0	50,000	2,300	587,200
D. Coordination Cooperative Forecasting and Transportation Planning	145,782	167,500	78,320	74,404	130,482	184,911	55,500	0	2,500	839,400
Subtotal	752,613	291,111	260,931	247,885	434,711	616,048	67,500	50,000	10,800	2,731,600
4. DEVELOPMENT OF NETWORKS/MODELS										
A. Network Development	309,633	0	77,408	73,538	128,962	182,758	0	25,000	3,500	800,800
B. GIS Technical Support	196,854	0	49,213	46,753	81,990	116,191	0	0	80,000	571,000
C. Models Development	380,797	0	95,199	90,439	158,602	224,762	0	250,000	14,700	1,214,500
D. Software Support	72,848	0	18,212	17,301	30,341	42,998	2,000	0	2,500	186,200
Subtotal	960,132	0	240,033	228,031	399,895	566,708	2,000	275,000	100,700	2,772,500
5. TRAVEL MONITORING										
A. Cordon Counts	66,834	0	16,708	15,873	27,836	39,448	0	0	94,300	261,000
B. Congestion Monitoring and Analysis	100,291	0	25,073	23,819	41,771	59,196	0	100,000	13,949	364,100
C. Travel Surveys and Analysis	122,161	0	30,540	29,013	50,880	72,105	16,500	700,000	13,600	1,034,800
D. Regional Transportation Data Clearinghouse	411,849	0	102,962	97,814	171,535	243,090	41,500	800,000	121,849	1,990,600
Subtotal	3,419,397	310,628	932,506	885,881	1,553,556	2,218,503	112,550	1,545,000	593,349	11,571,370
6. TECHNICAL ASSISTANCE										
A. District of Columbia	67,315	0	16,829	15,987	28,037	39,732	0	95,000	5,415	268,316
B. Maryland	131,204	0	32,801	31,161	54,646	77,442	0	160,000	1,500	488,754
C. Virginia	136,274	0	34,068	32,365	56,758	80,434	0	50,000	0	389,899
D. WMATA	68,493	0	17,123	16,267	28,527	40,427	0	0	0	170,838
Subtotal	403,286	0	100,821	95,780	167,969	238,036	0	305,000	6,915	1,317,807
TOTAL BASIC PROGRAM	3,822,683	310,628	1,033,328	981,661	1,721,524	2,456,538	112,550	1,850,000	600,264	12,889,177
7. CONTINUOUS AIRPORT SYSTEM PLANNING CASP TOTAL	102,236	0	25,559	24,281	42,581	60,344	0	195,000	0	450,000
8. SERVICE/SPECIAL PROJECTS	0	0	0	0	0	0	0	0	0	0
GRAND TOTAL	3,924,919	310,628	1,058,887	1,005,942	1,764,105	2,516,882	112,550	2,045,000	600,264	13,339,177

Figure 7
TPB Committee Structure



III. MAJOR WORK ACTIVITIES

1. PLAN SUPPORT

A. THE UNIFIED PLANNING WORK PROGRAM (UPWP)

The Unified Planning Work Program (UPWP) for the Metropolitan Washington Region describes all transportation planning activities utilizing federal funding, including Title I Section 134 metropolitan planning funds, Title III Section 8 metropolitan planning funds, and Federal Aviation Administration Continuing Airport System Planning (CASP) funds. The UPWP identifies state and local matching dollars for these federal planning programs, as well as other closely related planning projects utilizing state and local funds.

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Clean Air Act Amendments of 1990 (CAAA) created a number of planning requirements. The Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), which became law on August 11, 2005, reaffirmed the structure of the metropolitan planning process, and increased federal financial support for it. On February 14, 2007, FHWA and FTA issued the final regulations regarding metropolitan planning in response to SAFETEA-LU. The Moving Ahead for Progress in the 21st Century (MAP-21) Act, which became law on July 6, 2012, made some important modifications to the metropolitan planning process, primarily requiring metropolitan planning organizations (MPOs) to establish and use a performance-based approach to transportation decision making and development of transportation plans. This work program has been developed to comply with the MAP-21 requirements regarding metropolitan planning essentially as presented in the proposed MPO planning rule published June 2, 2014. After the FHWA and FTA regulations on MPO planning are final, the activities will be reviewed to identify revisions that may be necessary to comply with them.

In 1994, the TPB developed and adopted the first financially-constrained Long Range Transportation Plan for the National Capital Region (CLRP). In July 1997, the first three-year update of the CLRP was approved by the TPB, the second update was approved in October 2000, and the third update was approved in December 2003. The fourth update was approved in October 2006. In November 2010, the TPB approved the fifth update and on October 15, 2014, the sixth update was approved.

The Environmental Protection Agency (EPA) issued regulations on November 24, 1993, followed with a succession of guidance documents, and on July 1, 2004 published the 8-hour ozone standard conformity guidance, which taken together provide criteria and procedures for determining air quality conformity of transportation plans, programs and projects funded or approved by the FHWA and FTA. These conformity requirements are addressed in this document. Under these regulations, the State Implementation Plans (SIP) for improving air quality for the region must be adopted by the states and submitted to EPA by specified dates.

The FY 2016 UPWP defined by this document details the planning activities to be accomplished between July 2015 and June 2016 to address the annual planning requirements such as preparing the Transportation Improvement Program, federal

environmental justice requirements, and Air Quality Conformity. It describes the tasks required to meet approval dates for the region's SIPs, and outlines the activities for the subsequent years.

In addition, this document describes the integration of program activities and responsibilities of the TPB Technical Committee and its subcommittees for various aspects of the work program. It provides an overview of the regional planning priorities and describes the major transportation planning and air quality planning studies being conducted throughout the region over the next two years.

During FY 2016, certain amendments may be necessary to reflect changes in planning priorities and inclusion of new planning projects. Under this task, Department of Transportation Planning (DTP) staff will identify and detail such amendments for consideration by the TPB as appropriate during the year.

In the second half of FY 2016, staff will prepare the FY 2017 UPWP. The document will incorporate suggestions from the federal funding agencies, state transportation agencies, transit operating agencies, local governments participating in TPB, and the public through the TPB's public involvement process. The new UPWP will be presented in outline to the TPB Technical Committee and the TPB in January 2016, as a draft to the Technical Committee in February and as a final document for adoption by the Technical Committee and the TPB in March 2016. The approved UPWP will be distributed to the TPB and the Technical Committee, and made available to the public on the TPB web site.

This task will also include the preparation of monthly progress reports for each of the state agencies administering the planning funding, and the preparation of all necessary federal grant submission materials.

Oversight:	Technical Committee
Cost Estimate:	\$73,550
Products:	UPWP for FY 2017, amendments to FY 2016 UPWP, monthly progress reports and state invoice information, federal grant materials
Schedule:	Draft: February 2016 Final: March 2016

B. THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Transportation Improvement Program (TIP) for the Metropolitan Washington Area is a six year program of highway, transit, bicycle and pedestrian, congestion mitigation/air quality, safety and transportation enhancement projects. The TIP will be updated every two years and amended as necessary between updates. Up-to-date information on project amendments and modifications in the TIP is available in the on-line TIP database. A printed TIP document will be produced every two years. The TIP must be approved by the TPB and the governors of Maryland and Virginia and the mayor of the District of Columbia, and is required as a condition for all federal funding

assistance for transportation improvements within the Washington Metropolitan Statistical Area.

TIP documentation describes major projects from the previous TIP that have been implemented and identifies significant delays in the implementation of major projects. The Program Development Process and Project Development Process sections of the TIP explain the TPB's actions during the project selection process, including:

- Reviewing project inputs for consistency with the Air Quality Conformity Analysis;
- Producing a financial summary of all funding sources proposed by an agency;
- Reviewing priority project lists developed by the Bicycle and Pedestrian, Freight, and Regional Public Transportation Subcommittees for inclusion on the TIP and;
- Programming TIGER and Section 5310 Enhanced Mobility projects.

Citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, freight shippers, users of public transit, and all other interested parties will be given an opportunity to review and comment on the FY 2015-2020 TIP and any subsequent amendments to the TIP as described under the TPB's public participation plan which was adopted in updated in September 2014. To facilitate public review, project information from the TIP and CLRP will be made accessible through an online, searchable database. Visual representation of the projects will be enhanced with a GIS system for displaying projects. A summary guide that highlights the funding and projects in the TIP will be prepared and will guide users to the online database.

The database application for submitting TIP project data, CLRP projects, and air quality conformity data will continue to be improved to facilitate reviewing the TIP and CLRP information. Interactive means of sharing the information in the TIP and CLRP such as querying capabilities and specialized maps or graphs will be available.

The TIP Schedule and Project Selection

The 2014 CLRP and the FY 2015-2020 TIP were approved on October 15, 2014. The TIP will be prepared with the assistance of and in cooperation with the transportation implementing agencies in the region, including the state departments of transportation, the District of Columbia Department of Transportation, the National Park Service, the Washington Metropolitan Area Transit Authority (WMATA) and other public transit operators, and local government agencies. Projects included in the TIP will be reviewed for consistency with the policies and facilities delineated in the adopted CLRP for the region. Only projects or phases of projects that have full funding anticipated to be available within the time period contemplated for completion are included in the TIP. A financial plan will be prepared to demonstrate how the TIP can be implemented, and indicate the sources of public, private and innovative funding. This financial plan will be expanded with additional analysis and visual aids such as graphs and charts, online documentation and an accompanying summary brochure for the CLRP and TIP.

During the year administrative modifications and amendments will likely need to be made to the FY 2015-2020 TIP to revise funding information or reflect changes in priorities or the introduction of new project elements. Such modifications and

amendments will follow the procedures adopted by the TPB on January 16, 2008 amended in December 2014.

In November 2014, the TPB issued a call for projects document requesting project submissions for the 2015 CLRP. Amendments to the FY 2015-2020 TIP that accompany updates to the 2014 CLRP will be prepared for review by the TPB Technical Committee, the TPB, and the public between January and September 2015.

In November 2015, the TPB will issue a call for projects document requesting project submissions for the 2016 CLRP. The FY 2017-2022 TIP that will accompany updates to the 2016 CLRP will be prepared for review by the TPB Technical Committee, the TPB, and the public between January and June 2016.

Performance management and the TIP

MAP-21 calls for MPOs, states, and public transportation providers to establish and use a performance-based approach to transportation decision making. The USDOT will establish performance measures and subsequently states and public transportation providers will establish performance targets in support of those measures. The MPO subsequently has 180 days to establish performance targets coordinated with those of the states and public transportation providers. After these targets are set, the CLRP and TIP are required to include a description of the performance measures and targets used in assessing the performance of the transportation system.

A system performance report evaluating the condition and performance of the transportation system with respect to the established targets and the anticipated effect of the TIP toward achieving the performance targets will be developed. The system performance report will also include other performance measures used in assessing the performance of the transportation system. Section 1.F of the UPWP – Performance Based Planning for the CLRP and TIP – will include the preliminary development of performance measures, targets, and a system performance plan for the metropolitan planning area as this MAP-21 requirement is implemented.

Annual Listing of TIP Projects that Have Federal Funding Obligated

TPB must publish or otherwise make available an annual listing of projects, consistent with the categories in the TIP, for which federal funds have been obligated in the preceding year. With the assistance of and in cooperation with the transportation implementing agencies in the region, TPB will prepare a listing of projects for which federal funds have been obligated in FY 2014.

Oversight:	Technical Committee
Cost Estimate:	\$225,300
Products:	Amendments and administrative modifications to the FY 2015-2020 TIP, Updated guide to the TIP
Schedule:	October 2015

C. CONSTRAINED LONG-RANGE TRANSPORTATION PLAN (CLRP)

The financially Constrained Long-Range Plan (CLRP) includes all “regionally significant” highway, transit and High-Occupancy Vehicle (HOV), bicycle and pedestrian projects, and studies that the TPB realistically anticipates can be funded and implemented by 2040. Some of these projects are scheduled for completion in the next few years; others will be completed much later. Each year the plan is updated to include new projects and programs, and analyzed to ensure that it meets federal requirements relating to air quality and funding.

Under SAFETEA-LU, the last four-year update of the CLRP was approved by the TPB on November 17, 2010 and included an expanded financial analysis of transportation revenues expected to be available through 2040. As required by MAP-21, the 2014 CLRP was approved in October 2014. The CLRP is updated annually with amendments that include new projects or adjust the phasing or other aspects of some of the projects or actions in the plan, or change specific projects as new information on them becomes available.

New Performance-Based Approach

MAP-21 calls for MPOs, states, and public transportation providers to establish and use a performance-based approach to transportation decision making. The USDOT will establish performance measures and subsequently states and public transportation providers will establish performance targets in support of those measures. The MPO subsequently has 180 days to establish performance targets coordinated with those of the states and public transportation providers. After these targets are set, the CLRP and TIP are required to include a description of the performance measures and targets used in assessing the performance of the transportation system.

A system performance report evaluating the condition and performance of the transportation system with respect to the established targets will be developed. Once the targets are developed in coordination with the State DOTs and public transportation providers, the CLRP will include the system performance report. The system performance report will also include other performance measures used in assessing the performance of the transportation system. Section 1.F of the UPWP – Performance Based Planning for the CLRP and TIP – will include the preliminary development of performance measures, targets, and a system performance plan for the metropolitan planning area as this MAP-21 requirement is implemented.

Annual Performance Analysis Report

The Transportation Vision, which was adopted by the TPB in October 1998, contains a vision statement, long-range goals, objectives, and strategies to guide transportation planning, decision-making and implementation in the region. It addresses the planning factors in MAP-21. The Vision is the TPB Policy Element of the CLRP. The CLRP website (www.mwcog.org/clrp) describes how the plan performs related to MAP-21 planning factors as reflected by the goals of the TPB Vision. The goals from COG’s Region Forward efforts are reflected in the TPB Vision, which includes a broader set of policy goals for transportation than Region Forward.

The TPB's Regional Transportation Priorities Plan (RTPP), adopted by the TPB in January 2014, identifies near-term, on-going and long term strategies that address the most pressing challenges that the region faces in meeting the TPB's regional Vision goals. The challenges and high-pay off strategies with wide regional support identified in RTPP can inform the identification of new projects and programs for inclusion in future updates to the CLRP.

The TPB carries out the CLRP Performance Analysis each year in conjunction with the annual CLRP update to provide decision-makers and the public with information about how well the transportation investments that are currently planned and funded will meet the region's future transportation needs. The Performance Analysis uses forecasts of future population and job growth patterns along with the system of roadways and transit planned in the CLRP to predict future changes in travel patterns and travel conditions.

- Regional Transportation Priorities Plan (RTPP) and CLRP Comparative Assessment – TPB staff will conduct a qualitative assessment of how well the three overarching priorities identified in the RTPP are being met by the transportation system laid out in the 2015 CLRP.
- An analysis of the 2015 CLRP will detail how well the future transportation system laid out in the plan is expected to meet the needs of area travelers in 2040. In addition to changes in daily travel patterns, the 2015 CLRP Performance Analysis will also examine changes in congestion on area roadways and on the Metro system, as well as changes in the job accessibility by highway and transit.
- The analysis will also include the findings of the Air Quality Conformity Analysis of the 2015 CLRP and a forecast of future greenhouse gas emissions under the plan.

The CLRP will be documented in several ways and public materials will be provided during plan development and after plan approval. The CLRP website will be utilized to document the plan update by describing the development process related planning activities, major projects, performance of the plan and how the public can get involved. The website also makes CLRP-related process and technical documentation readily accessible. The TPB will continue to make the plan information more accessible and visual. Projects in the plan will be accessible through an online database that the public can easily search. Projects will be mapped using GIS where possible and displayed along with project descriptions and in an interactive map. These maps will also be used in printed media, such as the CLRP and TIP summary brochure. The TPB will also continue to improve the quality of public materials about the plan during its development and after approval so that the materials are more useful to a wide variety of audiences, using less technical jargon and more "public friendly" language.

The 2015 CLRP

In October 2014, the TPB issued its "Call for Projects" document which requested new projects programs and strategies, and updated information to be included in the 2015 CLRP. Materials describing the draft 2015 CLRP will be developed in the spring of 2015, including maps and major project descriptions, and analysis from the previous

year's CLRP. The development of the 2015 CLRP will include two opportunities for the public to comment on the Plan and it will be prepared and reviewed between January and September 2015 with approval scheduled for October 2015.

A description of the performance measures and targets under development or to be used in assessing the performance of the transportation system will be drafted. In September 2015, before the TPB approves the 2015 CLRP, a performance analysis of the CLRP to 2040 will be conducted utilizing the established performance measures. The plan will be also be evaluated for disproportionately high and adverse effects on low-income and minority population groups.

The 2016 CLRP

In November 2015, the TPB will issue its "Call for Projects" document for the 2016 CLRP. The "Call for Projects" document will request new projects programs and strategies, and updated information to be included in the 2016 CLRP. The 2016 CLRP will be prepared and reviewed between January and June 2016 with approval expected in October.

Environmental Consultation

During the development of the CLRP the TPB will continue to consult with the federal, state and local agencies responsible for natural resources, wildlife, land management environmental protection, conservation and historic preservation as necessary in the District of Columbia, Maryland and Virginia on potential environmental mitigation activities. To compare the CLRP to natural and historic resources, maps of transportation and historic resources will be updated with the latest available GIS data from the District and the States and forwarded to federal, state and local agencies for comments.

Resiliency

Continue to monitor local, state and national practices in transportation system resiliency, including climate change adaption, for potential applicability to the region.

Oversight:	Technical Committee
Cost Estimate:	\$625,885
Products:	2015 CLRP and documentation, including the RTPP/ CLRP Comparative Assessment and System Performance; Call for Projects for the 2016 CLRP,
Schedule:	October 2015

D. FINANCIAL PLAN

The Financially Constrained Long-Range Transportation Plan (CLRP)

The CLRP must be updated every four years as required by MAP-21. The CLRP is updated annually with amendments that include new projects or adjust the phasing or other aspects of some of the projects or actions in the plan, or change specific projects as new information on them becomes available. The 2014 CLRP was the four-year update of the plan.

As required under MAP-21 and federal planning regulations, both the TIP and the CLRP must have a financial plan that demonstrates how they can be implemented and show the sources of funding expected to be made available to carry them out. The financial analysis for the 2014 CLRP includes federal and state revenue projections, cost estimates for new system expansion projects, and cost estimates for system maintenance and rehabilitation. All revenue and cost estimates are in year of expenditure from 2015 through 2040.

In early 2014, in consultation with state and local DOTs and public transportation operators, an initial financial analysis was conducted to determine estimated revenues reasonably expected to be available for projected expenditures for use in preparing project submissions for the draft 2014 CLRP. By mid- 2014, the financial analysis for the 2014 CLRP which covers 2015 to 2040 will be finalized in consultation with the state and local DOTs and public transportation operators. In spring 2015, the financial analysis for the 2014 CLRP will be reviewed and updated for use in preparing submissions for the 2015 CLRP.

The Transportation Improvement Program

A financial plan for the FY 2015-2020 TIP as amended will be prepared. Since federal funding is apportioned to states, financial summaries for all TIP projects from agencies in the District of Columbia, Maryland and Virginia as well as WMATA and other transit agencies will be prepared. All projects submitted by these agencies will be grouped by the proposed federal funding categories under Surface Transportation (Title I) and Transit (Title III).

The funds programmed in the TIP for each state by federal program category will be compared with the information provided by the states and transit operators on the estimated available Federal and State funds for the program period. The funds programmed in the TIP for each state by federal program category in the first and second years will be compared with the trends of the annual funding programmed in previous TIPs and with the funding reported in the annual listings of TIP projects that have federal funding obligated. Comparisons that indicate significant changes from past trends will be reviewed with the implementing agency to clarify the change. Implementing agencies will ensure that only projects for which construction and operating funds can reasonably be expected to be available will be included in the TIP. In the case of new funding sources, strategies for ensuring their availability will be identified by the implementing agency and included in the TIP. The product will be a financial summary that focuses on the first two years of the six-year period of the TIP, and it will be incorporated as a main section of the TIP for review by the public and approval by the Technical Committee and the TPB. The

TIP will also summarize funding that the implementing agencies have programmed specifically for bicycle and pedestrian projects and identify projects that include bicycle and/or pedestrian accommodations.

Oversight:	Technical Committee
Cost Estimate:	\$65,550
Products:	Update of the financial analysis for 2015 CLRP and FY 2015-2020 TIP
Schedule:	June 2016

E. PUBLIC PARTICIPATION

The Update of the Participation Plan which was approved by the TPB in September 2014 will guide all public involvement activities to support the development of the TIP, the CLRP, the Regional Transportation Priorities Plan, and all other TPB planning activities.

Work activities include:

- Support implementation of the TPB Participation Plan.
- Provide public outreach support for the Regional Transportation Priorities Plan. Through a variety of public outreach activities, citizens will discuss the benefits, desirability and feasibility of potential projects and plan components.
- Develop and conduct workshops or events, as needed, to engage the public and community leaders on key regional transportation issues, including challenges reflected in the CLRP and TIP.
- Ensure that the TPB's website, publications and official documents are timely, thorough and user-friendly.
- Develop new written materials, tools and visualization techniques to better explain to the public how the planning process works at the local, regional and state levels.
- Conduct at least one session of the Community Leadership Institute, a two-day workshop designed to help community activists learn how to get more actively involved in transportation decision making in the Washington region.
- Effectively use technology, including social media and other web-based tools, to spread information about regional transportation planning and engage the public in planning discussions and activities.
- Provide staff support for the TPB Citizens Advisory Committee (CAC), including organizing monthly meetings and outreach sessions, and drafting written materials for

the committee.

- Provide staff support for the TPB Access for All Advisory (AFA) Committee that includes leaders of low-income, minority and disabled community groups.
- Prepare AFA Committee memo to the TPB with comments on the CLRP related to projects, programs, services and issues that are important to community groups, such as providing better transit information for limited English speaking populations, improved transit services for people with disabilities, pedestrian and bike access and safety, and potential impacts of transit-oriented development and gentrification.
- Conduct regular public involvement procedures, including public comment sessions at the beginning of each TPB meeting and official public comment periods prior to the adoption of key TPB documents.
- Complete an evaluation of the public involvement process which began in FY 2015 as recommended during the October 2014 Federal planning certification review. It is anticipated that a consultant will be utilized.

Oversight:	Transportation Planning Board
Cost Estimate:	\$466,060
Products:	TPB Participation Plan with a proactive public involvement process; CAC and AFA Committee Reports, Report on an evaluation of the TPB public involvement process.
Schedule:	On-going, with forums and meetings linked to preparation of CLRP and TIP

F. PERFORMANCE BASED PLANNING FOR THE CLRP AND TIP

MAP-21 requires “a transition to performance-driven, outcome-based approaches” for the federal highway and transit programs. Metropolitan planning organizations, states, and public transportation providers will establish and use a performance-based approach to transportation decision making in planning and programming.

MAP-21 Performance Management

To implement this mandate, rulemakings on performance provisions are being issued by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The proposed Statewide and Metropolitan Planning Rule provides for the implementation of performance management within the planning process. The basic framework of the planning process is largely untouched from previous federal surface transportation reauthorization acts. However, MAP-21 proposes to change the planning process by requiring States, MPOs, and providers of public transportation to select performance

targets and link investment priorities in the TIP and CLRP to the achievement of performance targets.

The proposed performance management framework created by MAP-21 requires coordination between States, MPOs, and public transportation providers. Integration of elements of other performance-based plans into the metropolitan planning process will also be required, including the:

- Congestion Mitigation and Air Quality Improvement (CMAQ) Program Performance Plan,
- Strategic Highway Safety Plan,
- Public Transportation Agency Safety Plan,
- Highway and Transit Asset Management Plans, and
- State Freight Plan.

Once the performance management rulemaking is finalized by USDOT, the states will have a year (anticipated for September 2016) to establish performance targets in support of those measures; and the MPO subsequently has 180 days (anticipated for March 2017) to establish performance targets coordinated with those of the states and public transportation providers. After these targets are set, the CLRP and TIP are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. The CLRP will also include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP will also include a description of the anticipated effect of the TIP toward achieving the performance targets set in the CLRP.

Development and Coordination of Performance Management

Once the USDOT has established performance measures for the rulemaking areas, a working group will be established to coordinate the development of regional performance measures and targets for the metropolitan planning area. TPB staff will coordinate with the local DOTs and public transportation providers to evaluate the requirements for data collection, analysis, and reporting. Both the collection of current data and the forecasting of future performance will be evaluated. Following USDOT final rulemaking, the working group will make necessary revisions to the data process used to establish measured performance.

TPB staff will coordinate with DDOT, MDOT and VDOT staff on their setting of the state performance targets in support of measures. States may set different targets for urbanized and rural areas. TPB staff will coordinate with the DOT efforts to ensure consistent state measures that are relevant for the TPB planning area. TPB staff will also coordinate with the DOT staffs to develop the specific performance targets in relation to the applicable performance measures for the TPB planning area. Similarly, TPB staff will coordinate with WMATA, VDRPT, and other public transportation agencies on their setting of performance targets for USDOT established performance measures in transit state of good repair and safety.

TPB staff will coordinate the preparation of a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The report will include a description of the performance measures and targets used in assessing the performance of the transportation system. Once the targets are developed in coordination with the State DOTs and public transportation providers, the CLRP will include the system performance report and the TIP will include a description of the anticipated effect of the TIP toward achieving the performance targets set in the CLRP.

Oversight:	Transportation Planning Board
Cost Estimate:	\$100,000
Products:	Performance Analysis Report of the CLRP and TIP
Schedule:	Performance Report of the 2015 CLRP: October 2015 MAP-21 Measures: June 2016

G. TPB ANNUAL REPORT AND TPB NEWS

TPB staff annually produces *The Region* magazine, which provides a non-technical review and analysis of transportation issues in the Washington region. Elected officials and citizens are the primary target audience of this magazine, which has an annual circulation of approximately 1,100 and is distributed throughout the year as the TPB's flagship publication.

The TPB News is produced monthly to provide a timely update on the activities of the TPB, including decisions made at the TPB's monthly meeting. The TPB News has a circulation of approximately 1,100 paper copies, and an electronic distribution of approximately 500.

In January 2012, the TPB launched the new TPB Weekly Report, which is a web-based newsletter featuring a short article every week on a single topic of interest in regional transportation. This publication is distributed electronically, including notifications through social media sites, such as Twitter and Facebook.

- The new issue of *The Region* will describe the main activities completed in 2014.
- Produce the monthly newsletter *TPB News*.
- Write and distribute the *TPB Weekly Report*,

Oversight:	Transportation Planning Board
Cost Estimate:	\$83,350

Products: *Region* magazine, *TPB News* and *TPB Weekly Report*
Schedule: June 2016

H. TRANSPORTATION/LAND USE CONNECTION (TLC) PROGRAM

The TLC Program provides support to local governments in the Metropolitan Washington region as they work to improve transportation/ land use coordination at the community level. Through the program, the TPB provides its jurisdictions with consultant-provided, short-term technical assistance to catalyze or enhance planning efforts. The program began as a pilot in November 2006. By the end of FY 2015, 81 TLC technical assistance projects will have been completed. These projects cover a range of subjects, including promoting “complete streets” improvements to ensure pedestrian and bicycle access to transit, identifying transportation and public realm improvements to facilitate transit-oriented development, and offering recommended changes in local government policies on issues such as urban road standards or parking policies.

The following activities are proposed for FY 2016:

- Fund at least six technical assistance planning projects at a level between \$20,000 and \$60,000 each. Fund at least one project for up to \$100,000 to perform project design to achieve 30% completion.
- Conduct the selection process for small capital improvement projects using funding suballocated to the Washington metropolitan region through the state DOTs from the MAP-21 Transportation Alternatives Program (TAP). Coordinate program implementation with the state DOTs.
- Maintain and update the TLC website
- Develop tools and activities to facilitate regional learning about TLC issues among TPB member jurisdictions through the Regional Peer Exchange Network. Organize at least one regional meeting or webinar to facilitate an exchange of information about lessons learned from past TLC projects.
- Identify recommended implementation action steps in each planning project report, such as further study needs, more stakeholder collaboration, suggested land use or local policy changes, and transportation investment opportunities and priorities.
- Provide staff support for TLC Technical Assistance Projects to be conducted as part of the MDOT Technical Assistance Program and for other projects where additional funding is provided by state or local agencies.

Oversight:	TPB Technical Committee
Cost Estimate:	\$434,900
Products:	Updated web-based clearinghouse, technical assistance provided by consultant teams to six localities, and implementation toolkit.
Schedule:	Technical assistance: September 2015-June 2016

I. DTP MANAGEMENT

This activity includes all department-wide management activities not attributable to specific project tasks in the DTP work program. Examples include the following:

- Supervision of the preparation, negotiation, and approval of the annual work program and budget, involving the State Transportation Agencies, the Technical Committee, the Steering Committee, and the TPB.
- Day-to-day monitoring of all work program activities and expenditures by task.
- Day-to-day management and allocation of all staff and financial resources to ensure that tasks are completed on schedule and within budget.
- Preparation for and participation in regular meetings of the TPB, the Steering Committee, the Technical Committee, and the State Technical Working Group.
- Attendance at meetings of other agencies whose programs and activities relate to and impact the TPB work program, such as local government departments.
- Response to periodic requests from TPB members, federal agencies, Congressional offices, media, and others for information or data of a general transportation nature.
- Review of transportation proposals of regional importance submitted to TPB through the intergovernmental review process. Where significant regional impacts are likely, staff will obtain Technical Committee and Board review and approval of comments prepared.

In addition to salaries, nominal amounts are utilized for travel related to non-project specific meetings attended by the senior staff, data processing for financial monitoring and analysis, and conferences such as FTA and FHWA seminars on federal regulations and financial management. These activities represent three to four percent of the total amount allocated for DTP Management.

Oversight:	Transportation Planning Board
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Cost Estimate: \$488,333

Products: Materials for the meetings of the TPB, the Steering Committee, the Technical Committee, and the State Technical Working Group; responses to information requests from elected officials, federal agencies and media; and participation in external meetings related to TPB work program.

Schedule: Ongoing throughout the year

2. COORDINATION AND PROGRAMS

A. CONGESTION MANAGEMENT PROCESS (CMP)

The regional Congestion Management Process (CMP) is a federally required component of the metropolitan transportation planning process. The CMP is to address the systematic management of traffic congestion and provision of information on transportation system performance. No single occupant vehicle (SOV) capacity expanding project can receive federal funds unless it is part of the regional CMP. The federal MAP-21 legislation continues the requirement for a CMP, with emphasis on congestion data as part of a performance measurement- based metropolitan planning process.

Under this work task, TPB will compile information and perform analyses for major aspects of the regional CMP:

- Undertake activities to address the federal requirement for a regional Congestion Management Process component of the metropolitan transportation planning process. Include information from regional Travel Monitoring programs (see Section 5 of the UPWP) addressing congestion and reliability, as well as information on non-recurring congestion as examined in the Management, Operations, and Intelligent Transportation Systems (MOITS) program (see also Task 2.B.). Identify and assess strategies that address congestion, in coordination with MOITS, the Metropolitan Area Transportation Operations Coordination Program (see also Task 2.I), the Air Quality Conformity program (see also Task 3.A.), and the regional Commuter Connections Program (see www.commuterconnections.org). Analyze transportation systems condition data archives from private sector sources, especially the data archive from the I-95 Corridor Coalition Vehicle Probe Project, and the FHWA's National Performance Management Research Data Set (NPMRDS), as compiled in the Congestion Monitoring and Analysis Task (see also Task 5.B.).
- Support the Vehicle Probe Data Users Group in its role to foster technical and methodological coordination in the application of vehicle probe data by member agencies and jurisdictions, including conducting quarterly Users Group meetings and maintaining support materials on the TPB website.
- Conduct congestion impact data analyses on an as-needed basis, such as for noteworthy incidents, weather, or other events that cause major impacts to the congestion and reliability levels of the region's roadway system.
- Address MAP-21 requirements related to the CMP, including:
 - Analyze data from the above sources to support the “congestion reduction”, “System Reliability” and other relevant National Goals for Performance Management.
 - Report regional congestion performance measures based on the available data, especially for congestion reduction and system reliability.
 - Provide congestion-related information (both recurring congestion and non-recurring congestion/reliability information) and support for Performance-Based Planning for the CLRP/TIP (see also Task 1.F.).

- Compile information and undertake analysis for development on four major aspects of the regional CMP:
 - CMP Components of the Constrained Long-Range Plan (CLRP), portions of the CLRP that specifically address CMP and its subtopics, in the form of interlinked web pages of the on-line CLRP, to be updated in conjunction with major updates of the CLRP;
 - CMP Documentation Form Information addresses federally-required CMP considerations associated with individual major projects, to be included with overall project information submitted by implementing agencies to the annual Call for Projects for the CLRP and Transportation Improvement Program (TIP) (see also Task 1.C), and incorporated into the regional CMP;
 - A CMP Technical Report, published on an as-needed basis, compiling and summarizing the results of monitoring and technical analysis undertaken in support of the regional CMP. A major update of the CMP Technical Report will be produced FY2016 (last published in 2014);
 - National Capital Region Congestion Report, released quarterly on the TPB website, reviewing recent information on congestion and reliability on the region's transportation system and featured CMP strategies, with a "dashboard" of key performance indicators.

Oversight:	Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee
Cost Estimate:	\$213,150
Products:	Updated CMP portions of the CLRP; CMP Documentation Form; National Capital Region Congestion Report; FY2016 CMP Technical Report; documentation as necessary supporting MAP-21 requirements of the CMP; Vehicle Probe Data Users Group support materials and website; as-needed congestion studies following major regional events; summaries, outreach materials, and white paper(s) on technical issues as needed
Schedule:	Monthly

B. MANAGEMENT, OPERATIONS, AND INTELLIGENT TRANSPORTATION SYSTEMS (ITS) PLANNING

Regional transportation systems management and operations are vital considerations for metropolitan transportation planning, and have been emphasized in MAP-21. Under this work task, TPB will address these as well as coordination and collaborative enhancement of transportation technology and operations in the region, with a key

focus on non-recurring congestion due to incidents or other day-to-day factors. The MOITS program includes planning activities to support the following major topics:

- MAP-21: Address MAP-21 requirements related to MOITS, including compiling and analyzing data to support the "system reliability" National Goal for Performance Management, and coordinating with member states on system reliability targets.
- Regional Transportation Management: In conjunction with the Metropolitan Area Transportation Operations Coordination (MATOC) Program (see also Task 2.I.); support the MOITS Technical Subcommittee in its long-range planning advisory role for the MATOC Program, including MATOC's focuses on traffic/transit coordination, severe weather operations, and construction zone coordination.
- Data: Facilitate transportation systems usage and condition data from Intelligent Transportation Systems (ITS) sources for application in regional transportation planning, particularly through the MATOC/University of Maryland Regional Integrated Transportation Information System (RITIS).
- Operations in Emergencies: Coordinate planning activities of day-to-day transportation operations with emergency preparedness, in conjunction with the COG Regional Emergency Support Function 1 – Emergency Transportation Committee (see also Task 2.C).
- Traveler Information: Address federal requirements on real-time incident data.
- Congestion Management Process: Analyze technology and operations strategies to address non-recurring congestion aspects of the regional Congestion Management Process (see also Task 2.A).
- Intelligent Transportation Systems (ITS) Architecture: Maintain the regional ITS architecture in accordance with federal law and regulations.
- Traffic Signals: Assist member agencies in the exchange and coordination of interjurisdictional traffic signal operations information and activities; examine traffic signal systems and operations from the regional perspective, including in conjunction with emergency planning needs.
- Multi-modal Coordination: Examination of traffic and transit management interactions in daily operations.
- Climate Change: Monitor local and national practices regarding transportation operational procedures to adapt to climate change effects and provide support for regional climate change mitigation or adaptation planning efforts that relate to transportation technology and operations.
- Monitor local and national developments regarding operations and technology aspects of the emerging field of transportation system resilience.
- MOITS Strategies: Analyze strategies designed to reduce congestion, reduce emissions, and/or better utilize the existing transportation system.
- Monitor local and national developments regarding emerging connected vehicle and automated vehicle technologies.

- Member Agency Activities: Work as needed with the MOITS activities of the state and D.C. departments of transportation, the Washington Metropolitan Area Transit Authority, and other member agencies.
- Coordinate with supra-regional management and operations activities of the Federal Highway Administration, the I-95 Corridor Coalition, and other relevant stakeholders.
- Provide staff support to the MOITS Policy Task Force, MOITS Technical Subcommittee, MOITS Regional ITS Architecture Subcommittee, and MOITS Traffic Signals Subcommittee.

Oversight:	Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee
Cost Estimate:	\$354,050
Products:	Agendas, minutes, summaries, outreach materials as needed; white paper(s) on technical issues as needed; revised regional ITS architecture; MOITS input to the CLRP as necessary; review and advice to MOITS planning activities around the region; documentation as necessary supporting MAP-21 requirements of MOITS planning.
Schedule:	Monthly

C. TRANSPORTATION EMERGENCY PREPAREDNESS PLANNING

Under this work task, TPB will provide support and coordination for the transportation sector's role in overall regional emergency preparedness planning, in conjunction with the Metropolitan Washington Council of Governments (COG) Board of Directors, the National Capital Region Emergency Preparedness Council, and other COG public safety committees and efforts. This task is the transportation planning component of a much larger regional emergency preparedness planning program primarily funded outside the UPWP by U.S. Department of Homeland Security and COG local funding. Here specialized needs for transportation sector involvement in Homeland Security-directed preparedness activities will be addressed. Efforts are advised by a Regional Emergency Support Function #1 - Transportation Committee in the COG public safety committee structure, with additional liaison and coordination with the TPB's Management, Operations, and Intelligent Transportation Systems (MOITS) Policy Task Force and MOITS Technical Subcommittee.

MAP-21 requires the metropolitan planning to address the security of the transportation system for motorized and non-motorized users.

Major topics to be addressed under this task include the following:

- Liaison and coordination between emergency management and TPB, MOITS, and other transportation planning and operations activities.
- Planning for the roles of roadway and transit agencies as support functions to emergency management in catastrophic or declared emergencies, including:
 - Emergency coordination and response planning through the emergency management and Homeland Security Urban Area Security Initiative (UASI) processes.
 - Emergency communications, technical interoperability, and capabilities.
 - Public outreach for emergency preparedness.
 - Coordination with regional critical infrastructure protection and related security planning.
 - Emergency preparedness training and exercises.
 - Conformance with U.S. Department of Homeland Security (DHS) directives and requirements.
 - Applications for and management of UASI and other federal Homeland Security funding.

Oversight: Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee

Cost Estimate: \$78,400

Products: Agendas, minutes, summaries, outreach materials as needed; white paper(s) on technical issues as needed; regular briefings and reports to TPB and MOITS as necessary; materials responding to DHS and UASI requirements; documentation as necessary supporting MAP-21 requirements of transportation emergency preparedness planning.

Schedule: Monthly

D. TRANSPORTATION SAFETY PLANNING

The Washington metropolitan area is a diverse and rapidly growing region, a major tourist destination, and a gateway for immigrants from all over the world. Growth has meant more people driving more miles and more people walking, especially in inner suburban areas where pedestrians were not common in years past. MAP-21 requires metropolitan planning to increase the safety of the transportation system for motorized and non-motorized users. These and other factors, along with heightened awareness of the safety problem, have demonstrated the need for the regional transportation safety planning program.

Under this work task, TPB will provide opportunities for consideration, coordination, and collaboration planning for safety aspects of the region's public roadway traffic, transit, bicyclist, and pedestrian transportation. Safety planning will be in coordination with the State Strategic Highway Safety Plan efforts of the District of Columbia, Maryland, and Virginia, as well as other state, regional, and local efforts. Coordination will be maintained with the regional Street Smart pedestrian and bicycle safety outreach campaign. Major topics to be addressed in the Transportation Safety Planning task include the following:

- Support of the Transportation Safety Subcommittee
- Safety data compilation and analysis
- Address MAP-21 requirements related to the CMP, including:
 - Compile fatality and injury data to support the “safety” National Goal for Performance Management
 - Provide information on performance measures for safety
 - Coordinate with member states on addressing safety targets
 - Provide safety-related information and support for Performance-Based Planning for the CLRP/TIP (see also Task 1.F).
- Coordination on metropolitan transportation planning aspects of state, regional, and local traffic, transit, bicyclist, and pedestrian safety efforts, and with transportation safety stakeholders.
- Coordination with other TPB committees on the integration of safety considerations.
- Maintenance of the safety element of region's long-range transportation plan.

Oversight: Transportation Safety Subcommittee

Cost Estimate: \$130,100

Products: Safety element of the CLRP; summaries, outreach materials, and white paper(s) on technical issues as needed; documentation as necessary supporting MAP-21 requirements of transportation safety planning.

Schedule: Quarterly

E. BICYCLE AND PEDESTRIAN PLANNING

Under this work task, TPB will provide opportunities for consideration, coordination, and collaborative enhancement of planning for pedestrian and bicycle safety, facilities, and activities in the region, advised by its Bicycle and Pedestrian Subcommittee. An updated Regional Bicycle and Pedestrian Plan was completed in FY2015, and provides guidance for continued regional planning activities. Major topics to be addressed include the following:

- Advise the TPB, TPB Technical Committee, and other TPB committees on bicycle and pedestrian considerations in overall regional transportation planning.
- Maintain the Regional Bicycle and Pedestrian Plan and supporting Bicycle and Pedestrian Plan database on the TPB Web site for member agency and public access, including the following:
 - Maintain the improved system developed in FY2015 of on-line mapping and visualization of projects identified in the plan.
 - Compile information toward a biennial report to be delivered in FY2017 on progress on implementing projects from the Regional Bicycle and Pedestrian Plan.
 - Provide the public with information on the status of bicycle and pedestrian facilities planning and construction in the Washington region.
- Monitor regional Complete Streets and Green Streets activities.
- Compile bicycle and pedestrian project recommendations for the Transportation Improvement Program (TIP).
- Work with the Bicycle and Pedestrian Subcommittee to identify regional or long-distance bicycle routes/project needs, including a potential circumferential "bicycle beltway" route or routes.
- Coordinate with the annual "Street Smart" regional pedestrian and bicycle safety public outreach campaign (Street Smart is supported by funding outside the UPWP).
- Advise on the implementation and potential expansion of the regional bikesharing system and associated marketing materials.
- Examine regional bicycle and pedestrian safety issues, their relationship with overall transportation safety, and ensure their consideration in the overall metropolitan transportation planning process, in coordination with task 2.D above.
- Examine bicycle and pedestrian systems usage data needs for bicycle and pedestrian planning, and ensure their consideration in the overall metropolitan transportation planning process.
- Coordinate and host one or more regional bicycle and pedestrian planning or design training, outreach, or professional development opportunities for member agency staffs or other stakeholders, at least one of which will have a primary focus on pedestrian planning.
- Provide staff support to the Bicycle and Pedestrian Subcommittee, supporting the regional forum for coordination and information exchange among member agency bicycle and pedestrian planning staffs and other stakeholders.

Oversight: Regional Bicycle and Pedestrian Subcommittee

Cost Estimate: \$126,250

Products: Compilation of bicycle and pedestrian facilities for the TIP; maintenance of the regional bicycle and pedestrian plan on the TPB Web Site; two or more regional outreach workshops; Subcommittee minutes, agendas, and supporting materials; white papers or other research and advisory materials as necessary.

Schedule: Bimonthly

F. PUBLIC TRANSPORTATION PLANNING

This work activity will provide support to the Regional Public Transportation Subcommittee for the coordination of public transportation planning throughout the Washington region, and for incorporating regional public transportation plans into the CLRP and TIP. The Regional Public Transportation Subcommittee is a forum for local and commuter bus, rail transit, and commuter rail operators and other agencies involved in public transportation planning and operation. The Subcommittee focuses on bus planning as well as regional transit issues, such as data sharing and technical projects. The work activity will also support the Private Providers Task Force, and private provider of public transportation involvement will be documented in the TIP. Quarterly meetings of the TPB Regional Taxicab Regulators Task Force will also be supported.

The major topics to be addressed in FY 2016 include the following:

- Evaluate federal rulemaking for the performance provisions of MAP-21, specifically transit safety and transit state of good repair, including changes in the metropolitan planning process in regard to performance-based project programming and planning.
- Provide a forum for discussion of the development of the performance measures and selection of performance targets required under MAP-21, in order to coordinate with relevant providers of public transportation to ensure consistency to the maximum extent practicable.
- Development and publication of an annual report “State of Public Transportation” that will provide useful operations, customer, and financial data on regional public transportation services for TPB and public utilization, including recent accomplishments and upcoming activities in public transportation across the region and a summary of the Subcommittee’s discussions and any recommendations for consideration by the TPB.
- Coordination and evaluation of CLRP and TIP proposals and amendments with regard to public transportation service plan implementation and capital projects for public transportation facilities and runningway improvements.
- Provide technical advice and input regarding regional transportation and land use coordination, including the development of transit assumptions for TPB planning studies.

- Facilitation of technology transfer and information sharing as it relates to regional, state and local public transportation services, including for Bus Rapid Transit (BRT) and other projects, customer information, and other common issues.
- Coordination with other regional committees regarding public transportation participation in planning and training activities, including but not limited to the Regional Emergency Support Function (RESF) #1 at COG and the MATOC Transit Task Force.
- Coordination with the TPB Management, Operations, and Intelligent Transportation Systems (MOITS) Policy Task Force and MOITS Technical Subcommittee regarding integrated planning for public transportation services and street operations.
- Coordination with the TPB Access for All (AFA) Committee and the Human Services Transportation Coordination Task Force to enhance regional mobility for all populations.

Oversight:	Regional Pubic Transportation Subcommittee
Cost Estimate:	\$180,600
Products:	Annual report, data compilation, reports on technical issues, and outreach materials
Schedule:	Monthly

G. HUMAN SERVICE TRANSPORTATION COORDINATION

Under Federal regulations, a Coordinated Human Service Transportation Plan is required to guide funding decisions for the Federal Transit Administration (FTA) “Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities” program.

MAP-21 eliminated the Job Access and Reverse Commute (JARC) program and consolidated the New Freedom and the Section 5310 Elderly and Individuals with Disabilities Program into a new program “Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities”. COG was the designated recipient for JARC and New Freedom for the Washington DC-VA-MD Urbanized Area and became the designated recipient of MAP-21’s Enhanced Mobility program in 2013.

In 2014, the TPB approved an update to the Coordinated Plan to respond to the requirements of the Enhanced Mobility program. The previous Coordinated Plan guided funding decision for three FTA programs; two of which COG served as the designated recipient for: the Job Access and Reverse Commute for Low Income Individuals (JARC) and New Freedom Program for Persons with Disabilities.

The TPB established the Human Service Transportation Coordination Task Force (“Task

Force”) to develop and help implement the Coordinated Plan which guided for the new Section 5310 Enhanced Mobility program. The Task Force is comprised of human service and transportation agency representatives from each TPB jurisdiction as well as consumers and private providers. The Task Force establishes priorities for the solicitation of grant applications and assists with outreach.

Proposed work activities include:

- Support the activities of the TPB Human Service Transportation Coordination Task Force which include:
 - Identify priority projects for Enhanced Mobility Funding;
 - Review the Coordinated Plan for any revisions or updates to capture unmet transportation needs for people with disabilities and older adults; and
 - Further the goals in the Coordinated Plan for local and regional mobility management efforts to provide an array of transportation services and options to older adults and people with disabilities;
- Support the solicitation and selection of projects for Section 5310 Enhanced Mobility funding; and
- Coordinate the activities of the Task Force with the TPB Access for All Advisory Committee, the Regional Public Transportation Committee and the Private Providers Task Force.

Oversight:	Transportation Planning Board
Cost Estimate:	\$142,700
Products:	Project Priorities and Recommendations for Enhanced Mobility Funding
Schedule:	June 2016

H. FREIGHT PLANNING

Under this work task, TPB will provide opportunities for consideration, coordination, and collaborative enhancement of planning for freight movement, safety, facilities, and activities in the region. An updated Regional Freight Plan was completed in FY2015, and provides guidance for continued regional planning activities. Major topics to be addressed include the following:

- Support the Regional Freight Subcommittee.
- Follow up on the Regional Freight Plan completed in FY2015.
- Maintain the Regional Freight Plan and supporting information on the TPB Web site for member agency and public access.

- Ensure consideration of freight planning issues in overall metropolitan transportation planning, including:
 - Work proactively with the private sector for consideration of private sector freight issues. Identify topics of interest to private sector, often competing trucking and freight stakeholders.
 - Continue following up on recommendations from the Regional Freight Forum held in FY2011.
 - Advise the TPB and other committees in general on regional freight planning considerations for overall metropolitan transportation planning.
 - Coordinate with federal, state, and local freight planning activities.
- Address MAP-21 requirements related to freight planning, including:
 - Analyze available freight movement data for the region including FHWA Freight Analysis Framework total tonnage and total value data for truck, rail, air cargo, and maritime movements in our region; this data may inform freight performance measures.
 - Monitor federal rulemaking on freight performance measures.
 - Coordinate with member states on the establishment of freight targets.
- Complete a set of "Freight Around the Region" outreach materials focusing on individual jurisdictions' freight activities and their links to regional activities.
- Coordinate with TPB travel monitoring and forecasting activities on freight considerations.
- Examine truck safety issues.
- Develop ongoing freight component input to the Constrained Long Range Plan (CLRP).
- Keep abreast of regional, state, and national freight planning issues.
- Undertake data compilation and analysis on freight movement and freight facilities in the region.
- Undertake freight stakeholder outreach with representatives of the freight community, including carriers, shippers, and other stakeholders, to gain their input on regional freight movement, safety and other issues and to gauge their interest in state and MPO planning and programming processes.

Oversight: TPB Freight Subcommittee

Cost Estimate: \$156,050

Products: Data compilation and outreach materials as needed; white paper(s) on technical issues as needed; structured interviews and summarized results; documentation as necessary supporting MAP-21

requirements of freight planning

Schedule: Bimonthly

I. METROPOLITAN AREA TRANSPORTATION OPERATIONS COORDINATION PROGRAM PLANNING

Under this work task, TPB will provide planning support for the Metropolitan Area Transportation Operations Coordination (MATOC) Program, in conjunction with the MATOC Steering Committee, subcommittees, and partner agencies. This task is the metropolitan transportation planning component of a larger set of MATOC Program activities, including operational and implementation activities, funded outside the UPWP. The Metropolitan Area Transportation Operations Coordination (MATOC) Program's mission is to provide situational awareness of transportation operations in the National Capital Region (NCR) through the communication of consistent and reliable information, especially during incidents. MATOC's information sharing is undertaken in large part through the Regional Integrated Transportation Information System (RITIS). RITIS is an automated system that compiles, formats, and shares real-time traffic and transit data among the region's transportation agencies. RITIS was developed on behalf of the region by the Center for Advanced Transportation Technology Laboratory at the University of Maryland. Data provided through RITIS is in daily use by the region's major transportation operations centers.

As a complement to the externally-funded operations activities of MATOC, this UPWP task is to provide ongoing TPB staff planning assistance to the MATOC Program, as a part of the TPB's metropolitan transportation planning activities. Planning activities under this task include:

- Committee Support: Provide administrative support of MATOC Steering Committee and subcommittee meetings, including preparation of agendas and summaries and tracking of action items.
- TPB Reports: Provide regular briefings to the TPB on MATOC Program progress.
- TPB Staff Participation: Provide input and advice to the MATOC committees and working groups, including the MATOC Steering Committee, Information Systems Subcommittee, Operations Subcommittee, Transit Task Force, Severe Weather Working Group, and Construction Coordination Working Group.
- Coordinate as necessary with the Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee.
- Outreach: Coordinate the work of MATOC with other organizations, for example, with public safety or emergency management groups and media representatives; prepare articles, presentations and brochures to convey MATOC concepts, plans, and accomplishments. Also coordinate with the COG Regional Emergency Support Function # 1 - Emergency Transportation Committee.

- **Implementation Planning:** Prepare implementation plans describing the work required to reach defined stages of MATOC operating capability, including expert input from MATOC subcommittees.
- **Financial and Legal Analysis:** Support discussion of the identification of funding sources, estimation of funding needs, as well as preparation of legal agreement materials that provide for the long term sustainability of MATOC.
- **Performance Measurement:** Support MATOC committee discussions of assessing progress against MATOC's defined goals and objectives.
- **Risk Management:** Identify and monitor major risks to progress and identify actions to be taken in order to avoid incurring risks or mitigating their consequences.
- **Supporting Materials:** Develop supporting or informational materials for the above activities as necessary.

Oversight:	MATOC Steering Committee; MOITS Technical Subcommittee
Cost Estimate:	\$124,850
Products:	Agendas, minutes, summaries, and outreach materials as needed; white paper(s) on technical issues as needed; regular briefings and reports to the TPB, MATOC committees, and the MOITS Technical Subcommittee.
Schedule:	Monthly

3. FORECASTING APPLICATIONS

A. AIR QUALITY CONFORMITY

The objective of this work activity is to ensure that TPB plans, programs and projects meet air quality requirements. The 1990 Clean Air Act Amendments require that detailed systems level detailed technical analyses are conducted to assess air quality conformity of transportation plans and programs. Procedures and definitions for the analyses were originally issued as EPA regulations in the November 24, 1993 *Federal Register*, and subsequently amended and issued, most recently in a March 2010 EPA publication. In addition, federal guidance has also been published at various times by the EPA, FHWA and FTA.

The 2015 Constrained Long Range Plan (CLRP) and FY2015-20 Transportation Improvement Program (TIP) will address ozone, wintertime carbon monoxide, and fine particles (particulate matter, PM_{2.5}) requirements, including differing geographical boundaries, inventory time periods, and evaluation criteria by pollutant. The schedule for adoption of the updated plan and TIP calls for most of the work to be completed in FY2016. As the Public Comment Period extends beyond the end of FY2015 and into the start of FY2016, it is anticipated that the final stages of the plan development consisting of incorporation of the public comments, development of the final report, adoption by the TPB and subsequent transmittals will take place in October 2015. Upon adoption of the 2015 CLRP, a new Air Quality Conformity cycle will begin for the 2016 CLRP and FY2017-2022 TIP, which will run throughout FY2016.

The interagency and public consultation procedures of TPB are based on the November 24, 1993 EPA regulations, which were adopted by TPB in September 1994 and subsequently amended to reflect additional requirements in August 15, 1997 regulations, which were adopted by TPB in May 1998. These procedures address the preparation of the annual UPWP and TIP and any updates to the regional plan or programs. The procedures involve timely announcement of upcoming TPB activities relating to air quality conformity and distribution of relevant material for consultation purposes.

The FY2016 work program will include the following tasks:

- Completion of conformity analysis of the 2015 CLRP & FY2015-2020 TIP by preparing the final report, which documents procedures, results, and comments and testimony received; in addition, all data files for use in subsequent regional and corridor/subarea planning studies are organized and documented.
- Preparation and execution of a work program for analysis of the 2016 CLRP & FY2017-2022 TIP using the most up-to-date project inputs, planning assumptions, travel demand model, software and emissions factor model (MOVES); preparation of a draft report on the conformity assessment.
- TPB interagency and public consultation procedures; this includes

funding for review and coordination work on the part of COG/DEP staff to reflect involvement by the Metropolitan Washington Air Quality Committee (MWAQC) in the public and interagency consultation process.

- Coordination of project solicitation, documentation, and emissions reduction analysis associated with CMAQ projects. Perform incidental air quality conformity reviews (non-systems level), as required throughout the year.
- Keeping abreast of federal requirements – as they are updated throughout the year – on air quality conformity regulations and as guidance is issued; revision of work program elements as necessary.

Oversight:	Technical Committee in consultation with MWAQC committee
Cost Estimate:	\$590,500
Products:	Final report on 2015 CLRP & FY2015-20 TIP Air Quality Conformity Assessment; Work Program for 2016 CLRP & FY2017-2022 TIP Conformity Assessment
Schedule:	June 2016

B. MOBILE EMISSIONS ANALYSIS

The objective of this work activity is to conduct a broad range of analyses aiming to quantify emissions levels of various pollutants and ensure that TPB plans, programs and projects meet air quality requirements. A component of this work activity is the analysis, assessment and evaluation of the performance of Transportation Emissions Reduction Measures (TERMs) associated with PM2.5 and 8-hour ozone SIPs.

The FY2016 work program will include the following tasks:

- Development of input data for MOVES model runs for the 2015 CLRP & FY2015-20 TIP Air Quality Conformity Assessment, review and evaluation of MODEL outputs. Mobile emissions may also be developed for GHG pollutants using the MOVES model (as deemed necessary) in support of strategic planning scenarios as part of the TPB's Scenario Task Force activities and the COG Board's Climate, Energy, and Environment Policy Committee (CEEPC).
- Execution of sensitivity tests (as necessary) assessing the likely impacts of input data changes in MOVES model runs.

- Measurement of the on road mobile emissions reductions attributable to current and future Transportation Emissions Reductions Measures (TERMs).
- Technical support to the Commuter Connections Program in support of developing implementation plans and evaluating current and future TERMS.
- Development of on road mobile emissions inventories using MOVES2014 as the emissions estimating model and the 2014 VIN database in support of an update of a PM2.5 Maintenance Plan (tentative).
- Funding for the COG Department of Environmental Programs (DEP) in support of its contributions towards provision of data from the state air agencies, and updates on federally-mandated issues related to mobile emissions as part of the annual air quality conformity determinations.
- Response to requests for technical assistance by governmental entities and/or their consultants working on technical analyses or municipal transportation planning.
- Development of presentation material, rendering technical support and attendance of MWAQC and CEEPC meetings, policy discussions and public hearings.
- Monitoring of performance measures development associated with Air Quality as mandated by MAP-21.
- Monitoring of the development of the newest version of MOVES (MOVES2014) by keeping up-to-date on technical issues, release date, grace period, and technical support activities provided by EPA; staff training on MOVES2 2014 may also be necessary.

Oversight:	Technical Committee and Travel Management Subcommittee, in consultation with MWAQC committees
Cost Estimate:	\$714,500
Products:	Reports on TERM evaluation and on greenhouse gas emissions reduction strategies; Updated mobile source emissions inventories / reports as required addressing ozone and PM2.5 standards and climate change requirements
Schedule:	June 2016

C. REGIONAL STUDIES

Transportation Sector Support for the COG Multi-Sector Greenhouse Gas (GHG) Working Group (MSWG)

In January 2015, COG convened the MSWG of senior level professionals from local governments and state agencies representing the energy, environment, transportation and land use sectors. The Working Group is tasked to prepare a draft report, by September 2015, assessing “What We Can Do” in a cost-effective, viable manner to attain the region’s GHG reductions goals.

In spring 2015, the MSWG will identify a set of viable strategies that can be implemented at local, state, regional and national levels to reduce GHG emissions in the energy, environment, transportation and land use sectors. The Working Group with consultant support will:

- address how these actions can achieve co-benefits such as reduced criteria pollutant emissions, reduced transportation congestion and increased energy efficiency;
- quantify the benefits, cost and implementation timeframe for these strategies;
- develop an action plan for the region; and
- explore specific GHG reduction goals, measures, and/or targets, in the four sectors.

In FY 2016, TPB staff will continue activities to support the MSWG and the preparation of the interim (September 2015) and final (January 2016) report on “What We Can Do” to attain the region’s GHG reduction goals.

Follow-on Activities for the Regional List of Unfunded Transportation Projects

In the second-half of FY 2015, TPB staff will develop of a list of transportation projects which could not be included in the CLRP because funding has not been identified. Each member jurisdiction and agency was asked to provide its list of recognized priority transportation projects with cost estimates for inclusion in a regional list. After this project list is described, mapped and summarized, it will be reviewed by the Technical Committee, the CAC and AFA committees, and TPB.

It is anticipated that these reviews will suggest follow-on activities in FY 2016 to examine the impacts and benefits of the unfunded projects to help identify which ones should be advanced for inclusion in future CLRPs. One activity could be to develop a multi-modal set of projects for a regional scenario analysis. Another activity could be to focus on a small set with significant regional benefits and then to identify creative ways to fund them.

Regional Transportation Priorities Plan (RTPP) – Review

In light of the implementation of the MAP-21 performance-based planning requirements, the new assessment of transportation strategies to reduce GHG in the COG report, as well as the experience derived from examining a regional list of the unfunded projects for the CLRP, the RTPP should be reviewed to determine how it should be updated in 2017

to inform the 2018 CLRP, along with the quadrennial financial analysis and annual call for projects. Preparatory work for this review is anticipated to begin in the first half of 2016 (latter half of FY 2016).

Scenario Analysis

Potential outcomes of the MSWG and of the Unfunded Projects List may include requests for regional scenario analysis. At the direction of the TPB, staff would coordinate the development and analysis of scenarios that could incorporate greenhouse gas emissions reduction strategies, currently unfunded projects, or other strategies, policies, and projects, to inform decision-makers and the public.

Other FY 2016 activities include:

- Provision of staff support involving transportation for COG's FY 2016 Region Forward and Economy Forward regional planning and development efforts.
- Preparing project grant applications for promising US DOT grant opportunities, as approved by the TPB.

Oversight: TPB

Cost Estimate: \$587,200

Products: Transportation Sector input for the COG "What We Can Do" to reduce GHG report. Interim - September 2015, Final - January 2016.

Follow-on Activities for the Regional List of Unfunded Transportation Projects

Project grant applications for USDOT grant funding programs as approved by TPB

Schedule: June 2016

D. COORDINATION OF COOPERATIVE FORECASTING AND TRANSPORTATION PLANNING PROCESSES

Under this work activity staff will support the Planning Directors Technical Advisory Committee (PDTAC) and the TPB Technical Committee in the coordination of local, state and federal planning activities and the integration of land use and transportation planning in the region.

The following work activities are proposed for FY 2016:

- Support the Planning Directors Technical Advisory Committee (PDTAC) in the

coordination of local, state and federal planning activities and the integration of land use and transportation planning in the region.

- Analyze changes in regional economic, demographic and housing trends drawing on the results from the Census American Communities Survey (ACS) and from other available federal, state, local data sources.
- Work with members of the Cooperative Forecasting Subcommittee to enhance and improve the quality of small area (TAZ-level) employment data. This effort will involve the tabulation and analysis of state ES-202 employment data files for DC, MD and VA and collaboration with the National Capital Planning Commission (NCPC) and the General Services Administration (GSA) to obtain site specific employment totals for federal employment sites in the region.
- Work with the Cooperative Forecasting Subcommittee and the region's Planning Directors to assess the effects of significant transportation system changes on the Cooperative Forecasting land activity forecasts. Document key land use and transportation assumptions used in making updates to the Cooperative Forecasting land activity forecasts
- Work with members of the Cooperative Forecasting Subcommittee to reconcile initial Round 9.0 Cooperative Forecasts submitted by local jurisdictions with the regional benchmark projections produced by the top-down Cooperative Forecasting regional econometric model that incorporates current national and regional economic growth assumptions by major industry groups.
- Work with the Cooperative Forecasting Subcommittee and the region's Planning Directors to develop Round 9.0 Transportation Analysis Zone (TAZ)-level forecasts once jurisdictional totals are reconciled with the regional econometric model benchmark projections.
- Work with the Cooperative Forecasting Subcommittee and the region's Planning Directors to obtain the COG Board's approval of the draft Round 9.0 Cooperative Forecasts for use in the FY 2016 Constrained Long Range Plan (CLRP) travel demand forecasts and air quality conformity analysis.
- Work with the members of the Cooperative Forecasting Subcommittee, the region's Planning Directors, the Baltimore Metropolitan Council, the Tri-County Council for Southern Maryland, the George Washington Regional Planning Commission and the Planning Directors of Fauquier County- VA, Clarke County- VA and Jefferson County-WV to develop Round 9.0 Cooperative Forecasts by jurisdiction and ensure that they are consistent with the reconciled Round 9.0 Cooperative forecasts developed by COG member jurisdictions.
- Update and maintain Cooperative Forecasting land activity databases that are used as input into TPB travel demand-forecasting model. Prepare Round 9.0 TAZ-level population, household, and employment forecasts for both COG member and non-member jurisdictions in the TPB Modeled Area.

- Analyze and map Round 9.0 growth forecasts for identified COG Activity Centers.
- Respond to public comments on the Round 9.0 forecasts and the Cooperative Forecasting process.
- Develop and publish useful economic, demographic and housing-related information products including the Regional Economic Monitoring Reports (REMS) reports, the annual "Commercial Development Indicators" and economic and demographic data tables to be included in the Region Forward work program.

Oversight: Technical Committee

Estimated Cost: \$839,400

Products: Coordination of Land Use and Transportation Planning in the Region, Reconciliation and Approval of Draft Round 9.0 Cooperative Forecasts, Update of Regional Planning Databases, Analysis of Activity Center Growth Forecasts, Development and Distribution of technical reports and information products.

Schedule: June 2016

4. DEVELOPMENT OF NETWORKS AND MODELS

A. NETWORK DEVELOPMENT

This activity addresses the development of transportation network files which are primary inputs to the regional travel demand model. During FY 2016, TPB staff will continue to develop network files that are compliant with the currently adopted Version 2.3.57 travel demand model (or its successor) to support regional and project planning needs. Staff will continue to develop transportation networks for project planning studies, special scenario studies and long-term models development activities.

The following work activities are proposed:

- Update the TPB's base-year (2015) transit network to reflect the most current service in the Metropolitan Washington Region. Staff will utilize digital data that is available on the web and published schedules.
- Prepare base- and forecast-year highway and transit networks in accordance with the latest CLRP and TIP elements received from state and local agencies. The networks will be prepared in compliance with the Version 2.3.57 travel demand model requirements. Provide guidance in the development of network inputs to other technical staff members in the department.
- Support the development of networks for special regional planning studies (including studies initiated by the multi-sector working group established by MWCOG to identify and evaluate greenhouse gas reduction strategies) and for developmental work that might be required for ongoing Models Development work.
- Continue to support technical refinements in models development, including a multi-year migration in the transit network building software, from TRNBUILD to Public Transport (PT). As part of this work, staff may consider developing a more refined approach for forecasting bus speeds as a function of highway congestion.
- Respond to network-related technical data requests including transit line files, station files, and shape files associated with features of the regional highway or transit network.
- Maintain and refine the TPB's existing ArcGIS-based information system used to facilitate network coding and multi-year network file management.

Oversight: Travel Forecasting Subcommittee

Cost Estimate: \$800,800

Products: A series of highway and transit networks reflecting the latest TIP and Plan, and compliant with the Version 2.3 travel model. Technical documentation will be

furnished.

Schedule: June 2016

B. GIS TECHNICAL SUPPORT

Under this work activity staff will provide Geographic Information System (GIS) data and technical support to users of the COG/TPB GIS for many important TPB planning activities, including Regional Studies, the CLRP, the TIP, Congestion Monitoring and Analysis, Cooperative Forecasting, Regional Transportation Data Clearinghouse, Network and Models Development, and Bicycle Planning.

The following work activities are proposed for FY 2016:

- Provide data and technical support to staff using the COG/TPB GIS for development and distribution of data and information developed by the TPB planning activities, including Regional Studies, the CLRP, the TIP, Congestion Monitoring and Analysis, Cooperative Forecasting, Regional Transportation Data Clearinghouse, Network and Models Development, and Bicycle Planning.
- Provide application support for the creation, design, and maintenance of COG/TPB online web maps, applications, and visualization tools including the CLRP Project Viewer and the Bicycle and Pedestrian Plan Map
- Integrate COG/TPB data products, including web maps, tabular data, and other spatial data with the COG website
- Provide support for GIS-based transportation network management.
- Enhance the COG/TPB GIS Spatial Data Library with updated transportation and non-transportation features as these data become available.
- Add additional transportation attribute data, land use features and imagery data to the COG/TPB GIS Spatial Data Library.
- Update GIS Spatial Data Library documentation, GIS User Guides and technical documentation of various GIS software applications as required.
- Continue to coordinate the regional GIS activities with state DOTs, WMATA, and the local governments through COG's GIS Committee and subcommittees.
- Maintain and update COG/TPB's GIS-related hardware and software.
- Respond to request for COG/TPB GIS metadata, databases, and applications.

Oversight: Technical Committee

Estimated Cost: \$571,000

Products: Updated GIS software, databases, On-line web map applications, User documentation, Support and coordination of COG/TPB GIS activities.

Schedule: June 2016

C. MODELS DEVELOPMENT

The Models Development activity functions to maintain and advance the TPB's travel forecasting methods which support ongoing transportation planning work. Models development activities are formulated around the areas of data collection, short- and long-term models development, research, and maintenance. During FY 2016, staff will continue to support the application and refinement of the currently adopted Version 2.3.57 travel model. Staff will also maintain a consultant-assisted effort to evaluate existing forecasting practices and to provide advice on longer-term improvements. Travel modeling refinements will be drawn from a strategic models development plan that was formulated during FY 2015. All improvements to the regional travel model will be implemented in consultation with the TPB Travel Forecasting Subcommittee (TFS).

The following work activities are proposed:

- Support the application of the Version 2.3.57 travel model for air quality planning work and other planning studies conducted by TPB staff. This will include the update of travel modeling inputs as necessary (external trips and other exogenous trip tables), investigating technical problems that might arise during the course of application, and documenting refinements to the model. Staff will also provide support for local project planning work, including MWCOC's multi-sector study to identify and evaluate greenhouse gas reduction strategies (initiated in FY 2015). Some of this support will be administered through the TPB's technical service accounts.
- Continue the consultant-assisted effort to improve the TPB travel model and to conduct focused research on selected technical aspects of travel modeling in order to keep abreast of best practices.
- Staff will work with local transportation agencies in formulating ways in which the regional travel model might be used to provide performance-based measures as per the new surface transportation authorization legislation (MAP-21).
- Continue the investigation of refinements to the Version 2.3.57 model, drawing from: 1) recommendations compiled from past consultant-generated reviews of the regional travel model and 2) the strategic models development plan that was formulated during FY 2015. These refinements may include activities that were initiated during FY 2014, including an enhanced traffic assignment process, an

improved mode choice model application program, and the use of the Public Transport (PT) transit network program. Staff will also continue to leverage available technology to minimize model computation times as much as possible.

- Continue the effort to use cell probe-based origin-destination data (acquired in FY 2014) as a basis for forecasting non-resident travel.
- Continue the analysis of 2010 Census data and the COG geographically focused household travel survey data that TPB staff has collected during FY 2012, FY 2013 and FY 2014. This will include a comparison of surveyed data against modeled data as a way of assessing model performance and reasonability.
- Keep abreast of new developments in travel demand forecasting, both short-term developments (such as for trip-based, four-step models) and long-term developments (such as ABMs and dynamic traffic assignment). TPB staff will also continue involvement with the Transportation Research Board (TRB), the Travel Modeling Improvement Program (TMIP) and Institute of Transportation Engineers (ITE).
- Staff will keep abreast of hardware and software needs and opportunities, including the potential use of “cloud computing” and the use of versioning software as an efficient way of tracking model code as it evolves with model refinements over time.
- Provide staff support for the TPB Travel Forecasting Subcommittee which is the forum charged with overseeing technical practices and improvements to the TPB travel forecasting process. This will include organizing meetings, preparing regular presentations, and coordinating with internal and external meeting participants on presentation items.
- Respond to model-related data requests from local partner agencies and their consultants.

Oversight: Travel Forecasting Subcommittee
 Cost Estimate: \$1,114,500

Products: Updated travel models; documentation of models development activities; and recommendations for continued updating of the travel demand modeling process, where applicable.

Schedule: June 2016

D. SOFTWARE SUPPORT

This work element supports the infrastructure needs of the TPB microcomputer-based travel demand forecasting model and the emissions models used in air quality applications. It consists of software, hardware and knowledge-based maintenance of all the systems needed for successful model runs. Activities performed under this work activity include: (1) development and testing of revisions and upgrades of the software currently in use (2) tests of new software needed for the successful execution of model runs, file management and upkeep, data storage, retrieval and transfer systems etc. (3) training of TPB staff in use of models and adopted systems. Throughout FY2013 staff will closely monitor the performance of all software and hardware systems and it will research and evaluate potential system upgrades through testing and demonstration.

The FY2016 work program will include the following tasks:

- Continued support on executing CUBE / TP+ runs and migration to CUBE / Voyager in running TPB travel demand forecasting applications.
- Continued support on MOVES emissions model runs and supporting software applications.
- Training of DTP staff in various applications of CUBE/ TP+, CUBE / Voyager, MOVES2014 and post-model applications such as integration with TRANSIM (as deemed necessary).
- Monitoring of the performance of DTP desktop and laptop microcomputer hardware and software and make upgrades as appropriate.
- Coordination with the COG Office of Technology Programs and Services (OTPS) staff in this task and in applications under the Microsoft Windows operating system.
- Maintenance of the data storage systems for the back-up, archiving and retrieval of primary regional and project planning data files.
- Support development and execution of applications of micro simulation software as appropriate.

Oversight: TPB Technical Committee

Cost Estimate: \$186,200

Products: Operational travel demand forecasting process plus operational MOVES2010 Models; File transfer, storage and retrieval processes; DTP staff training in CUBE/ TP+, CUBE / Voyager, and MOVES2010 systems; and Microcomputer hardware to support CUBE/ TP+, CUBE / Voyager, MOVES2010, and other operations.

Schedule: June 2016

5. TRAVEL MONITORING

A. CORDON COUNTS

In FY 2016 staff will conduct detailed traffic counts of trip trips at sample of identified counting location on major truck routes throughout the region. Staff will also process, tabulate and analyze the truck count data and prepare a technical report documenting the procedures used and the results of the truck data analysis. This technical report will include information on truck volumes by time of day and vehicle classification.

Oversight:	Freight Planning Subcommittee
Estimated Cost:	\$261,000
Products:	Truck Counts and Technical Report
Schedule:	Truck Counts – Spring 2016 Technical Report – June 2016

B. CONGESTION MONITORING AND ANALYSIS

Congestion Monitoring supplies data for the Congestion Management Process (CMP - Item 2.A.) and Models Development (Item 4.C.). The program monitors congestion on both the freeway and the arterial highway systems, to understand both recurring and non-recurring congestion. Data collection methods include a combination of aerial surveys, field data collection, and/or data procured from private sources. Examples of emerging technologies include probe-based data and Bluetooth-based data. Activities will include:

- Undertake analysis on regional roadway monitoring information as follow-up to the three-part report prepared in FY2015 (on the triennial survey of congestion on the region's freeway system, the FY2015 time-lapsed aerial photography pilot, and associated regional travel trends).
- Compile, review, and format transportation systems condition information from sources including:
 - The data archive from the I-95 Corridor Coalition Vehicle Probe Project (VPP) and associated VPP Suite developed by the University of Maryland Center for Advanced Transportation Technology;
 - The Regional Integrated Transportation Information System (RITIS) of the Metropolitan Area Transportation Operations Coordination in conjunction with (MATOC) Program;
 - The FHWA's National Performance Management Research Data Set (NPMRDS)
 - Private sector sources as available.

- Examine potential new sources of archived operations data.
- Provide data to the products of the Congestion Management Process (see also Task 2.A.)

Oversight: MOITS Technical Subcommittee

Estimated Cost: \$364,100

Product: Transportation systems monitoring data sets and analysis reports from archives, provided for the products of the Congestion Management Process (2.A.) and other regional transportation planning activities; research or white papers as needed; documentation as necessary supporting MAP-21 requirements of congestion monitoring and analysis

Schedule: June 2016

C. TRAVEL SURVEYS AND ANALYSIS

Household Travel Survey

The 2007/2008 Regional Household Travel Survey data has been supplemented in FY 2012-FY 2015 by the collection of household travel survey data in focused geographic subareas throughout the region. In FY 2016, staff will continue to support users of TPB household travel survey data, update user documentation, provide technical assistance to the users of these survey data. Staff will also continue planning for the next region-wide household survey that will begin in 2016 and be conducted over three fiscal years. It is currently estimated that about \$3.0 million in funding will be needed to collect survey data from approximately 10,000-12,000 households in the TPB modeled area.

The following work activities are proposed for FY 2016:

- Provide data, documentation, and technical support to users of 2007/2008 Regional Household Travel Survey and 2011-2015 Geographically-Focused Household Travel Surveys. Update user documentation as required.
- Complete the processing and analysis of data collected in the 2015 Geographically-Focused Household Travel Surveys to support analysis of regional growth and transportation issues of topical interest to the members of the TPB. Prepare information reports on various aspects of daily household and vehicle travel in the region.
- Continue planning for a large sample methodologically enhanced activity-based region-wide household travel survey that will begin in 2016 and continue over three fiscal years. A pre-test and evaluation of the survey methodology to conduct the enhanced activity-based region-wide household survey will be

completed in FY 2016.

Oversight:	Travel Forecasting Subcommittee
Estimated Cost:	\$1,034,800
Product:	Processing and Analysis of Household Travel Survey Analyses, Information Reports and Presentations, Planning for Large Sample Region-wide Household Travel Survey.
Schedule:	June 2016

D. REGIONAL TRANSPORTATION DATA CLEARINGHOUSE

Efficient access to a comprehensive data set containing current and historic data on the characteristics and performance of the region's transportation system is vitally important for transportation planning, air quality analysis, models development, congestion management and project evaluations. Under this work item state will continue to work with local, state, WMATA and other regional agencies to transfer data to and from the Regional Transportation Data Clearinghouse and to update the Data Clearinghouse with updated highway and transit performance data as these data become available.

The following work activities are proposed for FY 2016:

- Update Clearinghouse data files with FY14-15 highway and transit network data.
- Update Clearinghouse traffic volume data with AADT and AAWDT volume estimates, hourly directional traffic volume counts and vehicle classification counts received from state DOTs and participating local jurisdiction agencies.
- Update Clearinghouse transit ridership data with data received from WMATA, PRTC, VRE, MTA and local transit agencies including the Ride-On, The Bus, ART, DASH and the Fairfax Connector.
- Add newly collected and processed freeway and arterial road speed and level of service (LOS) data to the Regional Transportation Data Clearinghouse network.
- Add updated Cooperative Forecasting data to the Clearinghouse by TAZ.
- Update Regional Clearinghouse user manuals and documentation.
- Display Clearinghouse volume, speed and LOS data on a GIS web-based application that utilizes satellite/aerial photography imagery with zooming user interface.
- Distribute Regional Transportation Clearinghouse Data to TPB participating

agencies via GIS web-based applications.

Oversight:	Technical Committee
Estimated Cost:	\$317,900
Product:	Updated Clearinghouse Database and Documentation; Web Interface to Access Clearinghouse Data
Schedule:	June 2016

6. TECHNICAL ASSISTANCE

The TPB work program responds to requests for technical assistance from the state and local governments and transit operating agencies. This activity takes the form of individual technical projects in which the tools, techniques, and databases developed through the TPB program are utilized to support corridor, project, and sub-area transportation and land use studies related to regional transportation planning priorities. The funding level allocated to technical assistance is an agreed upon percentage of the total new FY 2016 funding in the basic work program. The funding level for each state is an agreed upon percentage of the total new FTA and FHWA planning funding passed through each state. The funding level for WMATA is an agreed upon percentage of the total new FTA funding. The specific activities and levels of effort are developed through consultation between the state and WMATA representatives and TPB staff.

A. DISTRICT OF COLUMBIA

1. Program Development, Data Requests and Miscellaneous Services

This project accounts for staff time spent in developing scopes of work for requested projects and in administering the work program throughout the year. Work activities involve meeting with DDOT staff to discuss proposed projects, drafting and finalizing work statements and tasks, creating project accounts when authorized, and progress reporting throughout the projects.

Additionally, this project establishes an account to address requests which are too small or too short-lived to warrant separate scopes of work. Requests may include staff time to participate in technical review committees and task forces and execution of small technical studies.

Cost Estimate:	\$10,000
Product:	specific scopes of work
Schedule:	on-going activity

2. Traffic Counts and Highway Performance Management System (HPMS) Support

This task will include procurement of a contractor to perform 7-day vehicle classification counts and 3-day traffic volume machine counts on roadway segments and grade-separated ramps that part of DDOT's traffic counting program. A total of approximately 200 traffic counts and 60 ramp counts will be performed city-wide at locations specified by DDOT's HPMS Coordinating Committee. DTP staff will also provide quality control checking of the traffic counts conducted by the contractor and provide technical support to DDOT in preparation of its annual HPMS submittal. This technical support will include processing of the traffic counts into average annual daily traffic (AADT) volumes, growth factoring of AADT volumes, and preparation of vehicle classification summaries of daily travel activity and preparation of traffic volume metadata.

Cost Estimate: \$235,000

Product: Machine traffic counts and HPMS submittal support

Schedule: June 2016

3. Transportation Sector Support for the COG Multi-Sector Greenhouse Gas (GHG) Working Group (MSWG)

In January 2015, COG convened the MSWG of senior level professionals from local governments and state agencies representing the energy, environment, transportation and land use sectors. The Working Group is tasked to prepare a draft report, by September 2015, assessing “What We Can Do” in a cost-effective, viable manner to attain the region’s GHG reductions goals.

In spring 2015, the MSWG will identify a set of viable strategies that can be implemented at local, state, regional and national levels to reduce GHG emissions in the energy, environment, transportation and land use sectors. The Working Group with consultant support will:

- address how these actions can achieve co-benefits such as reduced criteria pollutant emissions, reduced transportation congestion and increased energy efficiency;
- quantify the benefits, cost and implementation timeframe for these strategies;
- develop an action plan for the region; and
- explore specific GHG reduction goals, measures, and/or targets, in the four sectors.

In FY 2016, TPB staff will continue activities to support the MSWG and the preparation of the interim (September 2015) and final (January 2016) report on “What We Can Do” to attain the region’s GHG reduction goals.

Cost Estimate: \$15,000

Product: Interim and final reports on “What We Can Do”

Schedule: January 2016

5. Other Tasks To Be Defined

Cost Estimate: \$8,316

TOTAL DISTRICT OF COLUMBIA COST ESTIMATE: \$268,316

B. MARYLAND

1. Program Development Management

This work task will account for DTP staff time associated with the administration of this Technical Assistance work program throughout the year. Work activities would involve

meetings with participating agencies to discuss proposed/new projects, development of monthly progress reports, budgetary reporting and technical quality control. This work task also includes staff time needed for the development of the annual planning work program.

Cost Estimate: \$18,000

Schedule: On-going activity

2. Project Planning Studies

This work task will account for DTP staff time associated with the development of scopes of work, interagency coordination, and technical analyses associated with travel demand modeling, evaluation of alternatives and coordination with other governmental entities and consultants. It is anticipated that technical work will continue on the MD 586 and MD 97 BRT transit corridors and potentially start work on the I-495 multimodal corridor. This work element also anticipates technical work on new planning studies administered by MDOT, MD SHA and other agencies.

Cost Estimate: \$85,000

Schedule: On-going activity

3. Feasibility/Special Studies

This work task will provide funding to support technical support on feasibility/special studies as requested by MDOT, SHA and other agencies. Work may include but not limited to technical support in ongoing corridor/subarea studies, initiation of new studies ranging from major new corridor analyses to the development of travel demand forecasts for individual facilities and scenario analyses. Project authorizations may occur throughout the fiscal year as priorities dictate to address transportation planning initiatives and strategic goals of MDOT, SHA and other agencies.

Cost Estimate: \$85,000

Schedule: On-going activity

4. Transportation Performance Measures

This work task will provide funding to support technical support on assessing the performance of the transportation network by assessing the congestion levels of freeway and arterial segments in accordance with MAP-21 mandates. In addition, accessibility and connectivity issues at a subarea level of analysis may be assessed as well as network bottlenecks. Finally, operational assessments of the area network may be conducted in support of planning studies.

Cost Estimate: \$75,000

Schedule: On-going activity

5. Miscellaneous Technical Support:

This work task will support technical work associated with several pursuits of MDOT and MD SHA that cannot fit into the previous work tasks. It is envisioned that Transit Oriented Development (TOD) studies, statewide model support, GIS Applications, scenario studies, SHRP2 Capacity and Reliability Product Implementation assessments, and possibly freight/special generator studies may be conducted as part of this work task.

Cost Estimate: \$50,000

Schedule: On-going activity

6. Transportation / Land Use Connections Program

The Transportation / Land Use Connections (TLC) program is an effort to provide technical assistance to local governments in the Washington region in order to facilitate integrating land use and transportation planning at the community level. Begun as a 6 month regional pilot program in January 2007, the project was very well received. It was not only continued in subsequent years, but Maryland supplemented the regional effort with additional funds.

Cost Estimate: \$160,000

Product: Grant awards, technical reports from contractors

Schedule: June 2016

8. Transportation Sector Support for the COG Multi-Sector Greenhouse Gas (GHG) Working Group (MSWG)

In January 2015, COG convened the MSWG of senior level professionals from local governments and state agencies representing the energy, environment, transportation and land use sectors. The Working Group is tasked to prepare a draft report, by September 2015, assessing "What We Can Do" in a cost-effective, viable manner to attain the region's GHG reductions goals.

In spring 2015, the MSWG will identify a set of viable strategies that can be implemented at local, state, regional and national levels to reduce GHG emissions in the energy, environment, transportation and land use sectors. The Working Group with consultant support will:

- address how these actions can achieve co-benefits such as reduced criteria pollutant emissions, reduced transportation congestion and increased energy efficiency;
- quantify the benefits, cost and implementation timeframe for these strategies;
- develop an action plan for the region; and
- explore specific GHG reduction goals, measures, and/or targets, in the four sectors.

In FY 2016, TPB staff will continue activities to support the MSWG and the preparation of

the interim (September 2015) and final (January 2016) report on “What We Can Do” to attain the region’s GHG reduction goals.

Cost Estimate: \$15,000
Product: Interim and final reports on “What We Can Do”
Schedule: January 2016

9. Other Tasks yet to be defined

Other tasks are anticipated but not yet defined. This project is established to account for TPB staff time spent in responding to requests for technical assistance by MDOT, SHA, other modal agencies and jurisdictions whose scope of work or characteristics do not conform to the other work tasks of the Maryland Technical Assistance Program. Work under this project will be performed upon authorization by MDOT, SHA and/or other modal agencies and jurisdictions.

Cost Estimate: \$754

TOTAL MARYLAND COST ESTIMATE: \$488,754

C. VIRGINIA

1. Program Development And Data/Documentation Processing

This work element accounts for DTP staff time associated with the administration of this Technical Assistance work program throughout the year. Work activities would involve meetings with participating agencies to discuss proposed/new projects, development of monthly progress reports, budgetary reporting and technical quality control. This work task also includes staff time to process requests for data/documents from Northern Virginia as advised by VDOT throughout the year.

Cost Estimate: \$15,000
Product: Data, documentation, scopes of work, progress reports
Schedule: On-going activity

2. Travel Monitoring and Survey

This program will fund the ongoing continuous travel monitoring program for major commuting routes in Northern Virginia, with a goal of sampling each route on a 2-3 year cycle. Collected data and analysis may include volume and occupancy data, travel time data, and other information. The program will also include collection of bicycle and pedestrian data at various locations throughout Northern Virginia, as identified by VDOT.

Cost Estimate:	\$120,000
Products:	Program management plan, data and analysis, technical memorandum
Schedule:	On-going activity

3. Travel Demand Modeling

This project is designed to assist VDOT in the development of, and the evaluation of results from the regional transportation travel demand model, as adapted for its use by VDOT. Specific tasks undertaken will be identified throughout the year and are likely to include: developing forecasts and/or extracting specific information from the regional model forecasts for specific scenarios/options evolving out of ongoing studies and/or project planning efforts; and assistance with documentation, training and customization of the regional travel demand forecasting model for the Northern Virginia sub-area per VDOT's requirements.

Cost Estimate:	\$120,000
Products:	Model output, technical memoranda.
Schedule:	On-going activity

4. Regional and Sub-regional Studies

This project provides support for technical analysis for planning studies throughout the year as identified and requested VDOT and/or VDRPT. Work may include but not be limited to technical support in ongoing corridor/subarea studies, and initiation of new studies ranging from major new corridor analyses to the development of travel demand forecasts for individual facilities. Tasks undertaken under this work element may involve staff assisting VDOT in the review and/or analysis of Section 527 reports. Staff may also assist VDOT in its work on a system-wide evaluation designed to provide information relating to the effectiveness of ongoing and planned projects and programs aimed at addressing the congestion and mobility challenges in Northern Virginia.

Cost Estimate:	\$119,899
Products:	Travel demand modeling and technical analysis in support of Northern Virginia regional and sub-regional planning studies
Schedule:	On-going activity

4. Transportation Sector Support for the COG Multi-Sector Greenhouse Gas (GHG) Working Group (MSWG)

In January 2015, COG convened the MSWG of senior level professionals from local governments and state agencies representing the energy, environment, transportation and land use sectors. The Working Group is tasked to prepare a draft report, by September 2015, assessing “What We Can Do” in a cost-effective, viable manner to attain the region’s GHG reductions goals.

In spring 2015, the MSWG will identify a set of viable strategies that can be implemented at local, state, regional and national levels to reduce GHG emissions in the energy, environment, transportation and land use sectors. The Working Group with consultant support will:

- address how these actions can achieve co-benefits such as reduced criteria pollutant emissions, reduced transportation congestion and increased energy efficiency;
- quantify the benefits, cost and implementation timeframe for these strategies;
- develop an action plan for the region; and
- explore specific GHG reduction goals, measures, and/or targets, in the four sectors.

In FY 2016, TPB staff will continue activities to support the MSWG and the preparation of the interim (September 2015) and final (January 2016) report on “What We Can Do” to attain the region’s GHG reduction goals.

Cost Estimate:	\$15,000
Product:	Interim and final reports on “What We Can Do”
Schedule:	January 2016

5. Other Tasks to be Defined

Other tasks anticipated but not yet defined.

TOTAL VIRGINIA COST ESTIMATE: \$389,899

D. WMATA

1. Program Development

This project is established to account for DTP staff time spent in developing scopes of work for requested projects and for administering the resultant work program throughout the year. Work activities will involve meeting with WMATA staff to discuss projects, drafting and finalizing work statements and tasks, creating project accounts when authorized, and reporting progress on projects throughout the year. In addition, this project will provide staff with resources to attend required meetings at WMATA.

Cost Estimate:	\$5,000
Schedule:	on-going activity

2. Miscellaneous Services

This miscellaneous account is a mechanism established to address requests which are too small or too short-lived to warrant separate work scopes. Past work has included requests for hard copy, plots, tape, or diskettes of data from any of the planning work activities at COG.

Cost Estimate: \$5,000

Schedule: on-going activity

The program for FY 2016 remains to be specified.

3. Transportation Sector Support for the COG Multi-Sector Greenhouse Gas (GHG) Working Group (MSWG)

In January 2015, COG convened the MSWG of senior level professionals from local governments and state agencies representing the energy, environment, transportation and land use sectors. The Working Group is tasked to prepare a draft report, by September 2015, assessing “What We Can Do” in a cost-effective, viable manner to attain the region’s GHG reductions goals.

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- quantify the benefits, cost and implementation timeframe for these strategies;
- develop an action plan for the region; and
- explore specific GHG reduction goals, measures, and/or targets, in the four sectors.

In FY 2016, TPB staff will continue activities to support the MSWG and the preparation of the interim (September 2015) and final (January 2016) report on “What We Can Do” to attain the region’s GHG reduction goals.

Cost Estimate: \$5,000

Product: Interim and final reports on “What We Can Do”

Schedule: January 2016

4. Other Tasks Yet To Be Defined

Other tasks anticipated but not yet defined. This project is established to account for TPB staff time spent in responding to requests for technical assistance by WMATA whose scope of work or characteristics do not conform to the other work tasks of the WMATA Technical

Assistance Program. Work under this project will be performed upon authorization by WMATA.

Cost Estimate: \$155,838

TOTAL WMATA COST ESTIMATE: \$170,838

7. CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAM

The purpose of the CASP program is to provide a regional process that supports the planning, development and operation of airport and airport-serving facilities in a systematic framework for the Washington-Baltimore Air Systems Planning Region, which includes the region's three major commercial airports: Baltimore-Washington International Thurgood Marshall Airport (BWI), Ronald Reagan Washington National Airport (DCA), and Washington Dulles International Airport (IAD). Oversight of the program is the responsibility of the TPB Aviation Technical Subcommittee. Previous UPWP documents have highlighted three projects in the CASP program, but due to reductions in available FAA funding some elements of the program have been consolidated and the program now focuses on two elements per cycle: the regional Air Passenger Survey and subsequent analysis, and either the combined Ground Access Forecast and Ground Access Element Update or the Ground Access Travel Time Update. The survey is conducted in the fall of odd-numbered calendar years, followed by the analysis and reporting and then the Ground Access Forecast and Ground Access Element. The Ground Access Travel Time update is conducted during non-survey (even-numbered) calendar years. The Air Cargo Element Update will be completed in FY2015 and is typically updated every 8-10 years. The elements of the multi-year CASP work program for FY 2016 are as follows:

Process 2015 Air Passenger Survey – Phase 1

The purpose of the APS is to collect information about travel patterns and user characteristics of air passengers using the three major commercial airports and to help determine airport terminal and groundside needs. Data from the air passenger surveys will provide the basis for analysis of major changes in airport use in the region and planning for future airport improvements. Phase 1 of this project conducts the bi-annual fall survey of departing passengers at BWI, DCA, and IAD (survey design, sample generation, and data collection) and results in a final survey database for general analysis. This portion of Phase 1 is funded directly by the Metropolitan Washington Airports Authority (MWAA) and BWI. Analysis of the survey file and issuance of the survey General Findings Report completes Phase 1 and is funded by COG's grant from the Federal Aviation Administration (FAA) that funds all other aspects of the CASP program.

Cost Estimate: \$400,000

Ground Access Travel Time Update

The purpose of the Ground Access Travel Time Study Update is threefold: (1) provide current data on travel times and levels of services for highway and transit access to the region's three commercial airports in support of airport access planning activities; (2) analyze changes in travel conditions and levels of service on principal airport serving roadways and transit facilities; and (3) analyze changes in highway and transit accessibility to airports resulting from recent highway and transit improvements.

Unlike previous updates to the Ground Access Travel Time study that relied on field data collection using GPS-equipped probe vehicles, this update will use data from the I-95

Corridor Coalition Vehicle Probe Project (VPP) (colloquially referred to as “Inrix data” after the data collection company). These data, which COG already uses extensively in congestion monitoring activities, is continuous (24/7/365) and covers most of the regional interstate highways and major arterials. Any portion of a route between a regional activity center and one of the three regional commercial service airports that is identified as desirable for study but is not covered by the VPP data will be considered for field data collection using probe vehicles (consideration of how to best integrate field collected probe vehicle data with VPP must be given). A review of monitored routes and expansion to include more regional activity centers identified in the most recent update from the Region Forward coalition will occur prior to data analysis. The key metric for this update will be the highway Travel Time Index, which is the ratio between free-flow and congested travel times.

Cost Estimate: \$ 50,000

TOTAL CASP COST ESTIMATE: \$450,000

8. SERVICE/SPECIAL PROJECTS

In addition to the TPB basic work program in the UPWP and the Continuous Airport System Planning (CASP) program, service work or special technical studies as specified in contracts between the transportation agencies and COG may be included in the UPWP. Services or special projects are authorized and funded separately by the transportation agencies.

**IV. PROPOSED FY 2016 STATE TRANSPORTATION AGENCY
STATE PLANNING AND RESEARCH PROGRAMS (SPR)**

blank

District of Columbia Department of Transportation
State Planning and Research (SPR) Program Elements Supporting
the Washington Area Work Program FY 2016

Strategic Planning: Develop a long-range plan that incorporate performance goals, measures, and targets into the process of identifying needed transportation improvements. Promote a transportation system that is efficient, effective and safe for multi-modal users.

State and Regional Planning: Ensure the District complies with the planning requirements of MAP-21 §52005; 23 USC 505 by maintaining and improving the safety of all components of the transportation system. Ensure planning of future highway programs and local public transportation systems and planning of the financing of such programs and systems, including metropolitan and statewide planning.

Development Review: Review development plans for transportation impact and ensure site plans are in proper compliance while maintaining system efficiency and safety.

Active Transportation Program Management: Promote a safe and convenient bicycling, walking and public transit. Encourage the reduction of single occupant vehicle travel and support modes of transportation that are clean, advances physical activity, and elevate environmental stewardship and resource conservation.

Project Development and Excellence: Enhance the performance of the transportation system while protecting and enhancing the environment. Review projects for environmental compliance and address issues as they relate to environmental planning and coordination. Coordinate with the District Department of the Environment on air quality initiatives and serve as the liaison for the District's and Regional Air Quality Program.

Data Collection, Analysis and Dissemination: Collect and analyze data in support of the Highway Performance Monitoring System (HPMS), a data system that reflects the extent, condition, performance, use, and operation characteristics of highways required by federal legislations for surface transportation.

Traffic Safety Data Collection: Collect, manage, and analyze transportation data such as vehicle crashes, traffic counts and the review of design documents for safety improvements.

Metropolitan Planning: Describes the regional transportation planning and special technical assistance projects proposed to be undertaken July 1, 2015 through June 30, 2016 by COG/TPB staff in cooperation with state and local agencies and WMATA.

Program Funding: The FY 2016 SPR Program funding is under development. The FY2015 budget is \$3,356,631 (Federal = \$2,685,305 and District = \$671,326).

**Maryland Department of Transportation
State Highway Administration
State Planning and Research (SPR) Program Elements Supporting the
Washington Area Work Program FY 2016**

I. Systems and Programming

A. Programs

1. Preparation and development of the 6 year Consolidated Transportation Program & Preparation of the Annual Statewide Transportation Improvement Program

- Develop the FY 2016-2021 CTP.
- Coordinate with appropriate State and local planning staffs, MPOs and State, county and municipal elected officials.
- Prepare presentation materials for the annual tour.
- Prepare and submit an annual program for use of available federal funds in accordance with Title 23 U.S.C. and MAP-21.
- Coordinate the STIP with the regional TIPs, CTP and local jurisdiction's highway improvement programs

2. Local Government Liaison

- Coordinate between all levels of Federal, State, and local governments to ensure that transportation plans are compatible.
- Review agency and local programs/plans via the state Clearinghouse process.
- Coordinate and review county and municipal master plans.
- Assess transportation impacts of proposed major development.

3. Long Range Planning

- Update the Highway Needs Inventory (HNI).
- Evaluate long-term highway needs and investment levels for various program categories and sub-categories.
- Review and provide input on updates to the statewide long range plan and Annual Attainment Report on Transportation System Performance.

II. Traffic

A. Traffic Monitoring Program

- Monitor the characteristics of highway traffic.
- Enhance procedures to collect, process and disseminate traffic data.
- Ensure that the traffic monitoring system meets State needs and the requirements and guidelines of FHWA and AASHTO.

- Study, and as appropriate, implement methods to improve the efficiency and effectiveness of traffic monitoring through statistical analysis.
- Improve the monitoring of traffic on freeways, particularly in urban areas.
- Ensure the collection of traffic volume, classification and weight data on SHRP monitoring sites.

III. Metropolitan Planning Organization Liaison

A. Urbanized Areas

- Work with the MPOs in modifying and adhering to their planning process.
- Work with the MPOs in the development of the UPWPs, CLRPs, TIPs, clean air conformity determinations, and management systems.

IV. Highway Statistics

A. Mileage

Federal Aid System

- Develop new Federal Functional Classification and NHS maps and mileage tables for approval and distribution.
- Update and maintain statistical records summary tables.

B. State and Local Highway, Data Collection, Analysis and Distribution

- Solicit receive and process reports from local jurisdictions regarding road improvements, mileage, etc.
- Collect, update and maintain data used for the Universe portion of the HPMS submission.
- Update and maintain the highway information databases to meet on-going state and federal requirements.
- Provide data used for the update of SHA's maps.

C. Highway Performance and Monitoring System (HPMS)

- Update the HPMS database including revisions to any data elements, maintain sample size requirements to accurately reflect system-wide conditions and submit an updated HPMS data file and related reports and data files.

V. Special Studies

A. Preliminary Studies

- Prepare engineering and feasibility studies.

- Develop preliminary purpose and need statements.
- Develop access control plans for selected primary highway corridors.
- Prepare interstate access point approval requests.

MDOT State Highway Administration	
FY 2016 State Planning & Research Program Elements	
Supporting the Washington Area Work Program	
Item	Amount (\$)
I. Systems & Programming	
A. CTP	\$ 236,754
B. Local Government Liaison	\$ 135,000
C. Long Range Planning	\$ 27,000
II. Traffic Monitoring Program	\$ 810,000
III. MPO Liaison	\$ 27,000
IV. Highway Statistics	\$ 319,108
V. Special Studies	\$ 121,500
Total	\$ 1,676,361

**VIRGINIA DEPARTMENT OF TRANSPORTATION
SPR PROGRAM ELEMENTS, AND OTHER ELEMENTS SUPPORTING
THE WASHINGTON AREA WORK PROGRAM FY 2016**

A. SPR Funds for District Planning Annual Activities

1. Metropolitan Planning Support Activities:

This element represents the various activities undertaken by NoVA District Planning and Investment Management staff (with support from the VDOT Central Office staff as needed) in the development and implementation of the various elements / work tasks in the MPOs FY 2015 Unified Planning Work Program (UPWP) and the annual work program of the Metropolitan Washington Air Quality Committee and the regional Climate, Energy, Environment Policy Committee. Planned work items, to be conducted mostly by in-house staff, include:

- a. The Department's participation in all work activities associated with the work programs of the: (a) Transportation Planning Board (TPB), (b) Metropolitan Washington Air Quality Committee (MWAQC), (c) Climate Energy, Environment Policy Committee (CEEPC); and Multi- Sector Green House Gas Working Group.
- b. Oversight of the TPB/MWCOG activities such as: development/update of the CLRP, TIP, regional air quality conformity analysis, regional Freight plan, Congestion Management Program report, Commuter Connections program and other regional studies undertaken by the MPO (e.g., Regional Priorities Plan, Regional Transit Improvement Hot Spots).
- c. Regional air quality planning related activities undertaken by MWAQC and CEEPC include: development of PM2.5 Maintenance Plan, Ground level Ozone NAAQS Attainment SIP, Clean Air Partners program, voluntary action to help reduce regional Greenhouse gases.

2. Statewide Planning Support Activities:

This element of the SPR work program provides for staffing within the NoVA District Planning section to participate in and provide assistance to TMPD and others sections within the Department and the local agencies in a variety of tasks including:

- a. Corridor and sub-area studies to identify either multi-modal or mode specific improvements to the transportation system addressing specific congestions / mobility challenges in the near, mid or long term. Examples of such studies currently underway in FY 2015 include: US 1 Transit Alternatives Study; initiation of a Tier 2 EIS for I 66 Outside the Capital Beltway, NoVA Significant Projects Ratings Study (HB 599); Fairfax County Parkway corridor Improvements Study (Phase 1); I 66 Bus on Shoulders Pilot Program study.
- b. Provide inputs and review of the findings and recommendations for the Surface LRP (VTRANS); assist with development and implementation of the HB-2 Project Prioritization process;
- c. Regular and ongoing update of the Statewide Planning System inventory and traffic forecasts;

- d. Provide a dedicated full time Bicycle and Pedestrian Coordinator;
- e. Provide input and review of federal functional classification updates; and
- f. Provide assistance with General Assembly legislative impact statements and studies.

3. Project Development Support Activities:

This element of the SPR work program represents the District Planning section staff working to:

- a. Prepare and/or review traffic forecasts for project design (LD-104) and environmental documents (Project level conformity analysis for Noise, Air and other pollutants for NEPA documents)
- b. Conduct and/or assist in the conduct of transportation planning studies initiated by VDOT and/or localities such as I 66 Inside the Beltway Bus on Shoulders Pilot Program, US 1 Transit Alternatives, Studies, Tier 2 EIS for I 66 Outside the Capital Beltway, etc.
- c. Participate in the development and/or review of the traffic forecasts for IMR and IJR as developed for/by the VDOT PE and/or L&D sections of the District;
- d. Review and comment on various Environmental Impact Reports received by the district as part of VDOT's role in Inter-agency consultation process.
- e. Assist the Transportation and Land Use directors in the review and planning of project activities such as location and design of Park and Ride lots.

4. Local Planning Activities:

This element outlines activities undertaken by the District Planning section staff to assist the planning activities at the locality level.

- a. Locally prepared transportation studies: Participate in discussions on the scope of work for the conduct of Traffic Impact Analysis (TIA) reports by localities in response to proposed Comprehensive Plan / Master Plan amendment / Small Area Plans; review and comment on TIAs and/or CTIAs submitted by the localities to VDOT in part complying with the requirements of VA Code chapter 870.
- b. Assist in the development of the transportation portion of local comprehensive/master plans as needed
- c. Provide transportation technical assistance to localities including in the development of travel demand models; applying travel demand model for project and/or locality planning levels.

B. SPR Funds for Special Studies to be conducted by Consultants or entities other than District staff (list each study individually)

The District is requesting a total of \$1,000,000 in FY 2016 for the second round of the HB-599 Significant Project Evaluation Process. In September 2013, the Virginia Department of Transportation (VDOT), in coordination with the Commonwealth Transportation Board (CTB), the Department of Rail and Public Transportation (DRPT), and the Northern Virginia Transportation Authority (NVTA) initiated a study to evaluate

and rate up to 40 significant transportation projects in and near the Northern Virginia Transportation District (NOVA District). The study was mandated by legislation passed by the Virginia General Assembly in 2012 (Code of Virginia, Section 33.1-13.03:1).

The Project Rating Process must occur at least every 4 years; however VDOT is committed to evaluate and rate a second round of projects within the next two years. The first round of project evaluations was completed on December 31, 2014, and project ratings were posted on the project website. The ratings are now being used as part of NVTA's project selection and funding process. Each of the 40 project's evaluation and rating were based on the project's expected ability to reduce congestion, and to the extent possible, the project's expected ability to improve regional mobility during a homeland security emergency. The first evaluations included highway and technology projects. Transit projects will be evaluated and rated in the second round.

Recently, the General Assembly added a legislative requirement to evaluate and rate transit projects using the same methodology applied to highway projects in the first round of analysis. Working with DRPT and NVTA, VDOT will test run selected transit projects to assess the model's capability with respect to transit projects and their impact on congestion. Then, in preparation for an NVTA FY 2017 funding round, the second round of HB 599 ratings will be conducted, this time with the inclusion of mass transit projects.

The requested funding for FY 2016 will cover partial costs of the Project Manager's salary and work performed by consultants. It will enable the evaluation and rating of at least 25 additional projects for the NVTA and CTB.

ITEM 9 - Action

March 18, 2015

Approval of FY 2016 Commuter Connections Work Program (CCWP)

Staff

Recommendation: Receive briefing on the final CCWP for FY 2016 (July 1, 2015 through June 30, 2016) and adopt Resolution R18-2015 to approve it.

Issues: None

Background: The draft FY2016 CCWP was reviewed by the Commuter Connections Subcommittee on January 20 and the Technical Committee on February 6 and March 6. The draft FY 2016 CCWP was released for public comment on February 12.

TPB R18-2015
March 18, 2015

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

RESOLUTION APPROVING
THE FY 2016 COMMUTER CONNECTIONS WORK PROGRAM

WHEREAS, the National Capital Region Transportation Planning Board (TPB) has been designated by the Governors of Maryland and Virginia and the Mayor of the District of Columbia as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area; and

WHEREAS, on March 19, 2014, the TPB approved the FY 2015 Commuter Connections Work Program (CCWP); and

WHEREAS, the draft FY 2016 CCWP was reviewed by the Commuter Connections Subcommittee of the TPB Technical Committee on January 20, 2015; and

WHEREAS, comments and suggestions on the work activities in the draft FY 2016 CCWP were reviewed by District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) and incorporated into the final version; and

WHEREAS, the Draft FY 2016 CCWP was released for public comment on February 12; and

WHEREAS, the TPB Technical Committee reviewed the work program at its meetings on February 6 and March 6;

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the FY 2016 Commuter Connections Work Program for the Metropolitan Washington Region.

**DRAFT FY 2016 WORK PROGRAM FOR THE
COMMUTER CONNECTIONS PROGRAM
FOR THE GREATER WASHINGTON
METROPOLITAN REGION**

March 18, 2015

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS**



The preparation of this program document was financially aided through grants from the District Department of Transportation; Maryland Department of Transportation; Virginia Department of Transportation; and the U.S. Department of Transportation.

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SUMMARY

Program Overview

The Fiscal Year 2016 Commuter Connections Work Program (CCWP) consists of a core program of regional transportation demand management operational activities funded jointly by state and local jurisdictions, plus jurisdictional programs that are conducted at the discretion of individual state funding agencies.

Funding

The regional state funding shares for the program elements are defined using a formula agreed to by the state funding agencies. Funding agencies for the programs listed in this document include the District Department of Transportation, Maryland Department of Transportation, and the Virginia Department of Transportation. The Maryland Transit Administration and the Virginia Department of Rail and Public Transportation provide direct funding to their local jurisdictions for transportation demand management activities that support the regional Commuter Connections program. The costs of the jurisdictional activities are allocated directly to the jurisdiction or jurisdictions that choose to conduct them. This ensures that the regional activities upon which all other activities depend will be conducted regionally, and that the costs are allocated to the participating funding agencies according to the agreed upon funding formula. At the same time, considerable flexibility is available to the state funding agencies and other agencies to define and fund discretionary activities that respond to their individual policy and funding priorities.

The FY 2016 Commuter Connections program elements are classified as follows:

REGIONAL PROGRAMS	JURISDICTIONAL PROGRAMS
Commuter Operations Center	Employer Outreach*
Guaranteed Ride Home	GRH Baltimore
Marketing	
Monitoring and Evaluation	

**Includes both a Regional and Jurisdictional Component*

The CCWP was re-structured and streamlined in FY 2006 to clarify and simplify funding responsibilities. The FY 2016 CCWP continues this effort aimed at streamlining the administration and oversight processes for the program. Commuter Connections has expanded incrementally since its inception in 1974 as the Commuter Club, with different program elements having different jurisdictional participation and funding shares. As the program became more complex, it became increasingly difficult to track how much each state funding agency was participating in and paying for each program element. Therefore, a funding formula was devised.

Planning Process Requirements

The TPB is required by federal regulations to approve a congestion management process which includes travel demand management as part of the metropolitan transportation plan. Commuter Connections constitutes the major demand management component of the congestion

management process to be approved by the TPB. Commuter Connections also provides transportation emission reduction measure benefits for inclusion in the air quality conformity determination, which must be approved by the TPB as part of the annual update of the Constrained Long Range Plan and Transportation Improvement Program. In addition, Commuter Connections programs may be needed to meet future Climate Change and Green House Gas emission targets that may be set for the transportation sector in the region.

Description of Commuter Connections Committees

The increasing complexity of the program prompted the creation of a working group to provide administrative and programmatic oversight of the core program cost elements. An agreement was signed in FY 2011 between COG and the state funding agencies for the support of the Commuter Connections TDM program in the Washington metropolitan region. The agreement will continue to be reviewed and updated as needed during FY 2016. COG and the state funding agencies have an established working group; the State TDM (STDM) Work Group, which meets monthly (except for the month of August) and consists of representatives of the state transportation funding agencies in the District of Columbia, Maryland and Virginia. The State TDM Work Group helps to define the program content and budget for each fiscal year and helps to develop a detailed annual Work Program in collaboration with COG/TPB staff and the Commuter Connections Subcommittee. The draft work program is reviewed by program stakeholders and the Commuter Connections Subcommittee. The final Work Program is reviewed by the TPB Technical Committee and approved by the TPB. Program developments and/or significant changes to the CCWP made by the State TDM Work Group will be reviewed with the TPB's Technical Committee and in some cases the TPB's Steering Committee in the event the items or information will be presented to the TPB.

The State TDM Work Group also review's all RFP's and RFQ's as part of the work program and will identify selection committee members for individual contract solicitations. The State TDM Work Group will review and approve all CCWP work products with input from the Commuter Connections Subcommittee. Upon request, COG/TPB staff can provide additional details for projects being implemented under each program area.

As shown in Figure 2 on Page 9, the Commuter Connections Subcommittee will continue to provide overall technical review of the regional program elements in this Work Program and meet every other month. The Subcommittee will also review, provide comments, and endorse reports and other products for release. The Bike To Work Day Steering Committee will meet every other month from September to May to organize the regional Bike To Work Day event. The Car Free Day Steering Committee will meet every other month from March until September to organize the regional Car Free Day event. The Commuter Connections Ridematching Committee will continue to meet quarterly on technical issues regarding the regional TDM software system. The TDM Evaluation Group will meet as needed to provide direction and review of the regional TDM evaluation project. The Employer Outreach Committee will meet quarterly to review and discuss Employer Outreach efforts. The Regional TDM Marketing Group will also meet quarterly to provide input and coordination of regional TDM advertising and marketing efforts. Oversight for jurisdictional program elements will be provided by the states and agencies that are funding them.

Specialized project work groups will continue to meet as needed to address particular implementation issues, such as the development of regional TDM marketing campaigns and the Employer Recognition Awards. A Strategic Plan was adopted in November 2007 and has been updated annually and most recently in January 2014 that serves as a framework regarding the roles and responsibilities of the Commuter Connections stakeholders. The Strategic Plan can be accessed at www.commuterconnections.org under the 'About Us' Publications link and includes a mission statement, definition of Commuter Connections, overall program and operating objectives, network responsibilities for each program area that include objectives and acceptable performance levels, a committee structure, sample meeting calendar, and internal and external report deliverables.

Key Elements and Highlights

The key elements and highlights of the FY 2016 Commuter Connections Work Program are summarized as follows:

- The Commuter Operations Center will provide ridematching services to commuters through a central toll free number "1-800-745-RIDE" and www.commuterconnections.org web site, and support to commuter assistance programs operated by local jurisdiction, transportation management associations, and employer-based commuter assistance programs.
- Guaranteed Ride Home (GRH) will provide users of alternative commute modes up to four free rides home per year in a taxi or rental car in the event of an unexpected personal or family emergency or unscheduled overtime.
- Marketing will provide frequent regional promotion of alternative commute options, including; car/vanpooling, teleworking, mass transit, bicycling, walking; and support programs such as Guaranteed Ride Home, the Commuter Connections network ridematching services and Bike to Work Day. The Marketing program aims to raise awareness of alternative commute options, and support the Commuter Connections network in persuading commuters to switch to alternative commute modes from the use of single-occupant vehicles, and persuading commuters currently using alternative commute modes to continue to use those modes. The 'Pool Rewards incentive program provides a cash incentive to new carpoolers and vanpoolers. Commuter Connections will coordinate the region's Car-Free Day event as part of World Car Free Day. The Car-Free Day event will encourage commuters and the general population to leave their cars home or to use alternative forms of transportation such as carpools, vanpools, public transit, bicycles, or walking.
- Monitoring and Evaluation provides data collection and analysis activities as well as program tracking and monitoring reports for each program area. The regional TERM Evaluation Framework Methodology document will be updated, the 2016 State of the Commute survey will be conducted, and the 2016 GRH Applicant survey will be conducted. Monitoring and evaluation activities are used extensively to determine the program's effectiveness. Evaluation results have been used in the past to make program

adjustments; for example, the 'Pool Rewards program was expanded to include vanpools and funding for the project was customized to meet actual demand, the Telework program was streamlined due to increased participation by the private sector; changes have been made to the Guaranteed Ride Home program guidelines based on participant survey feedback; and target marketing for GRH was re-introduced in the region after it was found that there was a dramatic drop in registrations when the marketing for this measure was streamlined into the mass marketing program.

- Employer Outreach will support outreach and marketing to the region's employers to implement new or expanded employer-based alternative commute modes and incentives such as transit and vanpool benefits, telework, preferential parking for carpools and vanpools, carpool and vanpool formation and incentives, flexible work schedules, and bicycling amenities. The outreach program also encourages employees' use of alternative commute modes such as ridesharing, transit, telework, bicycling, and walking. The outreach program also provides assistance to employers to hold bicycling seminars for employees, maintaining an up-to-date regional Bicycling Guide, providing information on workforce housing programs to promote "Live Near Your Work," and offering car-sharing and bike-sharing information to lower employers' fleet management costs. Maryland jurisdictions will provide resources to employers on the benefits of teleworking and assist them in starting or expanding telework programs.
- GRH Baltimore will provide users of alternative commute modes in the Baltimore metropolitan region and St. Mary's county up to four free rides home per year in a taxi or rental car in the event of an unexpected personal or family emergency or unscheduled overtime. Additionally, a GRH Baltimore region and St. Mary's County Applicant Survey will be conducted in FY 2016.

Figure 1 on page 7 of this document illustrates that the Commuter Connections service area is much larger than the Washington 8-hour ozone nonattainment area for workers eligible for the GRH program and larger still for workers who can access the Commuter Connections ridesharing services. The total Commuter Connections service area has approximately 10 million residents.

Program Background

Commuter Connections is a continuing commuter assistance program for the Washington region which encourages commuters to use alternatives to driving alone in a private automobile, including ridesharing, transit, telecommuting, bicycling, and walking. The program has evolved and expanded over the past four decades following its inception in 1974 as the Commuter Club. In the mid-1980s, in an effort to better share regional ridesharing information the Commuter Club was expanded into the Ride Finders Network, which included Alexandria, Fairfax County, Montgomery County, Prince William County and the Northern Virginia Transportation Commission. By 1996, after steady growth in both size and strength, the Ride Finders Network became Commuter Connections, the commuter transportation network serving the Washington metropolitan region, encompassing twelve counties, four cities, and eight federal agencies. The Commuter Operations Center component of the current Commuter Connections Program

represents the evolution of the earlier Commuter Club and Ride Finders Network programs.

In the mid-1990s, several new elements were added to the Commuter Connections Program as Transportation Emissions Reduction Measures (TERMs) to help meet regional air quality conformity requirements. All of these measures were designed to produce specific reductions in Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx) by reducing vehicle trips and vehicle miles of travel associated with commuting. The measures were developed by the Travel Management Subcommittee of the TPB Technical Committee, and adopted into the regional Transportation Improvement Program (TIP) by the Transportation Planning Board (TPB). These measures were funded jointly by the District of Columbia, Maryland, and Virginia Departments of Transportation, with some variation in funding shares for the different measures.

<u>Measure</u>	<u>Date Implemented</u>
Commuter Operations Center	1974
Metropolitan Washington	
Telework Resource Center	1996
Integrated Ridesharing	1996
Employer Outreach	1997
Guaranteed Ride Home	1997
Employer Outreach for Bicycling	1998
Mass Marketing of Alternative Commute Options	2003
GRH Baltimore	2010

As the program elements shown above were implemented, their performance was evaluated over time. In FY 2006, the measures were revised to focus resources on the most effective program components. The total daily impacts of the Commuter Connections program were calculated in FY 2014 to be:

	<u>Daily Impacts</u>
VT Reductions:	132,000
VMT Reductions:	2,500,000
NOx Reductions (Tons):	1.0
VOC Reductions (Tons):	0.5
	<u>Annual Impacts</u>
PM 2.5 Reductions (Tons)	12
PM 2.5 Precursor NOx Reductions (Tons)	280
CO2 Reductions (Tons)	262,000

Extensive monitoring and evaluation have been carried out for the Commuter Connections Program over the past several years, and comprehensive data sets are available for reviewing the performance of individual program elements and identifying areas for both strengthening the performance of the program and streamlining the oversight and management procedures. The Program has been shown through the FY 2012 – 2014 TERM Analysis Report to be a highly cost-effective way to reduce vehicle trips (VT), vehicle miles of travel (VMT), and vehicle emissions associated with commuting. The following overall cost-effectiveness measures for the Commuter Connections Program are based on the results of the FY 2012 – 2014 TERM Analysis Report that

was released on November 18, 2014:

<u>Daily Impacts</u>	
Cost per VT reduced:	\$0.16
Cost per VMT reduced:	\$0.01
Cost per ton of NOx reduced:	\$20,000
Cost per ton of VOC reduced:	\$41,000

<u>Annual Impacts</u>	
Cost Per PM 2.5 Reduced	\$461,000
Cost per PM 2.5 Precursor	
NOx Reduced	\$ 19,000
Cost per CO2 Reduced	\$ 21

The Commuter Connections Program is generally regarded as among the most effective commuter assistance programs in the nation in terms of reductions effected in vehicle trips and vehicle miles of travel. Existing data collected on Commuter Connections program performance has been used to refine and enhance the program and to streamline procedures for program oversight and administration.

Figure 1: Geographic Areas Serviced by Commuter Connections

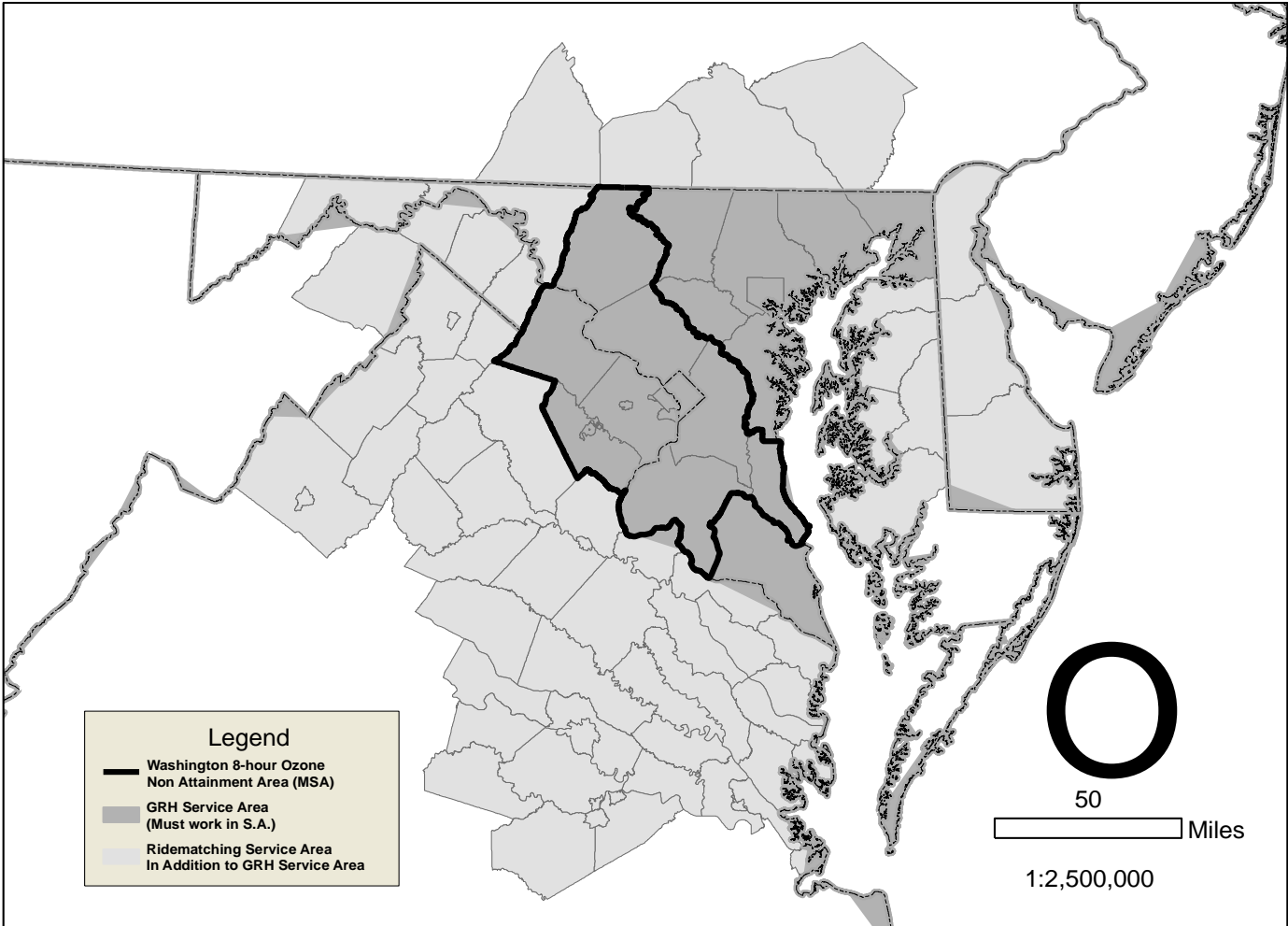
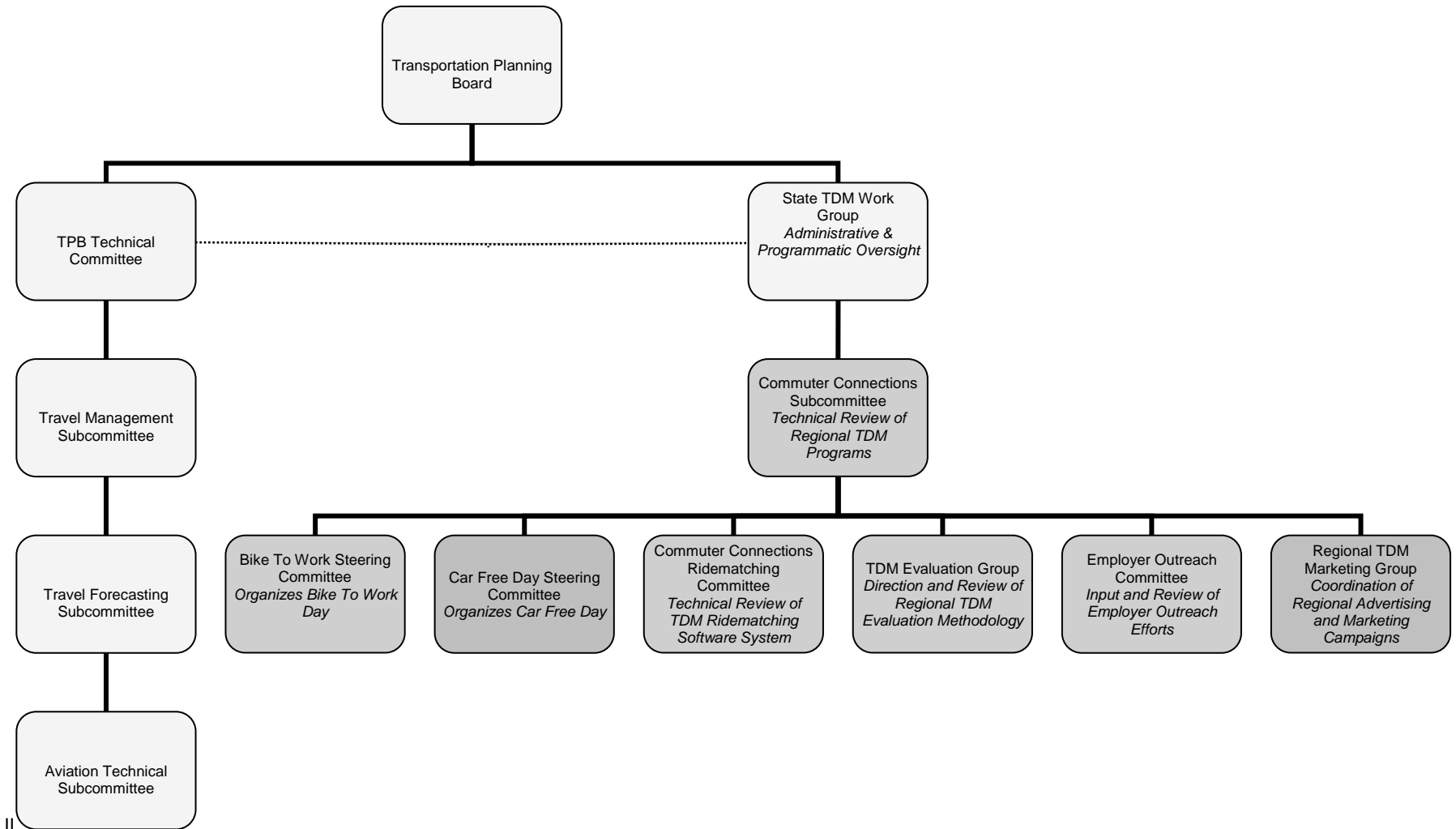


FIGURE 2: COMMUTER CONNECTIONS STRUCTURE



**Table 1
FY 2016 COMMUTER CONNECTIONS BUDGET AND WORK PROGRAM EXPENDITURES**

WORK ACTIVITY	DIRECT SALARIES STAFF	M& A 25%	LEAVE BENEFITS 19%	FRINGE BENEFITS 28%	INDIRECT COSTS 31 %	DATA & PC COSTS	CONTRACT SERVICES	DIRECT COSTS	TOTAL
Commuter Operations Center	\$145,711	\$36,428	\$34,606	\$60,689	\$86,004	\$89,534	\$70,000	\$17,636	\$540,608
Guaranteed Ride Home	\$107,614	\$26,904	\$25,558	\$44,821	\$63,518	\$6,000	\$148,000	\$308,871	\$731,286
Marketing	\$195,359	\$48,840	\$45,638	\$80,034	\$114,660	\$4,000	\$690,000	\$1,681,634	\$2,860,165
Monitoring and Evaluation	\$142,207	\$35,552	\$33,774	\$59,229	\$83,936	\$1,000	\$494,500	\$17,802	\$868,000
Employer Outreach	\$46,183	\$11,546	\$10,968	\$19,235	\$27,259	\$15,000	\$0	\$522,087	\$652,278
GRH Baltimore	\$19,383	\$4,846	\$4,603	\$8,073	\$11,440	\$0	\$59,000	\$62,655	\$170,000
TOTAL	\$656,457	\$164,116	\$155,147	\$272,081	\$386,817	\$115,534	\$1,461,500	\$2,610,685	\$5,822,337

**Table 2
 COMMUTER CONNECTIONS FISCAL YEAR 2016 BUDGET
 BY STATE FUNDING AGENCY AND PROGRAM ELEMENT**

FUNDS SOURCE	Commuter Operations Center	Guaranteed Ride Home	Marketing	Monitoring & Evaluation	Employer Outreach*	GRH Baltimore	TOTALS
District of Columbia	\$55,389	\$85,561	\$334,639	\$101,556	\$16,882	\$0	\$594,027
State of Maryland	\$212,560	\$328,347	\$1,284,214	\$389,732	\$569,695	\$170,000	\$2,954,548
Commonwealth of Virginia	\$205,459	\$317,378	\$1,241,312	\$376,712	\$65,701	\$0	\$2,206,562
Other**	\$67,200						\$67,200
TOTAL	\$540,608	\$731,286	\$2,860,165	\$868,000	\$652,278	\$170,000	\$5,822,337

* Virginia and the District of Columbia have allocated \$755,889 dollars to local jurisdictions and contractors to implement the TERM. DC has allocated \$260,231 and Virginia has allocated \$587,666.

**Software User Fees

Detailed Task Descriptions and Cost Estimates for the FY 2016 Commuter Connections Work Program

I. COMMUTER OPERATIONS CENTER

The Commuter Operations Center has been in existence since 1974 and provides local jurisdictions, Transportation Management Associations (TMAs), and federal government agencies a centralized database for commuting information. As part of the overall program, COG/TPB staff provides the following services:

- Ridematching coordination, training and technical assistance to local agencies;
- transportation information services to the general public;
- maintenance of the regional commuter database system hardware and software programming code; and
- data updates to software system.

The program is comprised the four project areas listed below. The total annual budget for the Commuter Operations Center regional program is \$540,608.

A. RIDEMATCHING COORDINATION AND TECHNICAL ASSISTANCE

Each month, COG receives several hundred applications for ridematching and transit information. More than 90% of these applications are received through the Commuter Connections Web site. COG/TPB staff reviews and processes all applications received through the Web site. Matchlists for carpool and vanpool information are sent daily by mail or email (depending on the applicant's preference). Each local Commuter Connections network member has access to the regional TDM on-line system and is notified through a customized queue when a commuter application has been entered through the Commuter Connections Web site from a commuter living in that network member's jurisdiction or in some cases; depending on the network member, it may be a commuter working in their service area. The queue serves as notification that the network member staff should take ownership of the record and follow up with the commuter to provide additional assistance, as needed. Applications received at COG through the mail or fax are forwarded to the network member serving the applicant's home jurisdiction or work jurisdiction for entry into the rideshare database.

The following local jurisdictions, transportation agencies, transportation management associations, and federal government agencies deliver ridematching and commuter assistance services through the Commuter Connections network to their residents and/or workers:

District of Columbia	Maryland	Virginia
COG/TPB	ARTMA	City of Alexandria
	Baltimore City	Arlington County

District of Columbia	Maryland	Virginia
	The BWI Partnership	Army National Guard Readiness Center
	Baltimore Metropolitan Council	Dulles Area Transportation Association
	Bethesda Transportation Solutions	Fairfax County
	Food and Drug Administration	George Washington Regional Commission
	Frederick County	LINK – Reston Transportation Management Association
	Harford County	Loudoun County
	Howard County	Northern Neck Planning District Commission
	Maryland Transit Administration	Northern Shenandoah Regional Valley Commission
	Montgomery County	Potomac and Rappahannock Regional Commission
	National Institutes of Health	Rappahannock – Rapidan Regional Commission
	North Bethesda Transportation Center	
	Prince George's County	
	Tri-County Council for Southern Maryland	

COG/TPB staff administers ridematching services on behalf of the District of Columbia and Arlington County. The local jurisdiction commuter assistance programs listed in Maryland and Virginia receive separate grants from the Maryland Transit Administration and the Virginia Department of Rail and Public Transportation to provide local services and to help support regional TDM program activities.

The Commuter Connections web-based TDM system includes ridematching databases from one commuter assistance program in southern Virginia and the entire state of Delaware and were incorporated into the TDM system's database to provide improved commuter ridematching through a single database for Virginia, Maryland and the District. These programs are: RideShare (serving the Charlottesville region) and Rideshare Delaware (serving the state of Delaware). The staffs from these programs and the commuters they serve have access to the TDM system for matching in carpools and vanpools and have customized access to other modules in the system such as SchoolPool and Guaranteed Ride Home. COG/TPB staff provides technical assistance to these three programs.

During FY 2015, COG/TPB staff will continue to provide technical support and training to Commuter Connections network member agencies for the regional Commuter Connections TDM software system. Staff will continue to review and distribute ridematching applications received from employers and the general public. Matchlist and renewal notice generation and distribution services will also be provided through COG. COG/TPB staff will produce network member technical assistance reports from the Commuter Connections TDM system, and provide staff support and coordination to the Commuter Connections State TDM Work Group, the Commuter Connections Subcommittee, the Commuter Connections Ridematching Committee, and to the Federal ETC Advisory Group. COG/TPB staff will also fulfill daily network member data requests. Federal Agency Employee Transportation Coordinator training will be coordinated and in some instances given by COG/TPB staff. Staff will also produce an annual Commuter Connections Work Program for FY 2017. The funding agreement between COG and the state funding agencies will continue to be reviewed for a final update and signatures during FY 2016.

COG/TPB staff will also work to expand the regional SchoolPool program so that more schools, safe routes to school coordinators and jurisdictions use the service, maintain the special events ridematching software module, and monitor the trip tracking software module and expand the use of the Commuter Challenge module.

Cost Estimate: \$120,268

Products: Database documentation of specific technical actions implemented. *(COG/TPB staff)*

Documentation of Subcommittee and Ridematching Committee meetings. *(COG/TPB staff)*

Documentation of daily technical client member support given through COG's Help Desk. *(COG/TPB staff)*

Daily matchlist generation and distribution. *(COG/TPB staff)*

TDM Web Based System Training Manual updates, as needed. *(COG/TPB staff)*

Monthly commuter renewal notices as part of the purge process. *(COG/TPB staff)*

Review and update existing Emergency Management Continuity of Operations Plan for Commuter Connections program services. *(COG/TPB staff)*

Transportation Demand Management Resources Directory update twice yearly. *(COG/TPB staff)*

Federal ETC Web site updates. *(COG/TPB staff)*

FY 2017 Commuter Connections Work Program. *(COG/TPB staff)*

Services:

Software client Member Help Desk technical support. *(COG/TPB staff)*

Software and customer service training, as needed. *(COG/TPB staff)*

Federal agency ETC training and support to the Federal ETC Advisory Group. *(COG/TPB staff)*

Staff the Commuter Connections Subcommittee, Ridematching Committee, and STDM Work Group *(COG/TPB Staff)*

Work with state funding agencies to review and update Funding Agreement *(COG/TPB staff in conjunction with State Funding Agencies)*

Schedule:

July 1, 2015 - June 30, 2016

Oversight:

Ridematching Committee

- Communicate Technical Support Issues
- Share knowledge and experience on “Hot Topic” Issues
- Provide input and feedback on Software Technical Policies (i.e. purge process, Help Desk)
- Provide requests for software training

Commuter Connections Subcommittee

- Provide input and comments to FY 2017 CCWP
- Provide input and feedback on all programs and projects in CCWP

STDM Work Group

- Provide input and comments to FY 2017 CCWP
- Provide input, feedback and approval on all programs and projects in CCWP
- Review and provides updates, if needed, to Funding Agreement

B. TRANSPORTATION INFORMATION SERVICES

COG has provided transportation information services for 40 years in the Washington Metropolitan region. The Commuter Operations Center provides basic carpool/vanpool, transit, telecommuting, bicycling, and walking information. Specialized transportation information is also provided in support of Bike to Work Day, Car Free Day, Air Quality Action Days, Job Access Reverse Commute, SchoolPool, Special Events, Commuter Challenge, Bulletin Board and other regional commuter service programs.

COG staffs the regional commute information telephone number 1-800-745-RIDE. Calls received at COG are transferred to the local Commuter Connections network member site (based on jurisdiction of residence or in some cases work location of the caller) where applicable. COG/TPB staff provides transportation information services to those commuters who cannot be assigned to a client member site, including residents of the District of Columbia. COG receives several hundred calls per week through the 800 number. COG staff also responds to daily requests and questions received by email.

During FY 2016, COG/TPB staff will continue to provide traveler information on alternatives to driving alone to the general public by telephone, Web site, electronically, and through printed information. Staff will continue processing applications from the general public and/or from Commuter Connections network members who request the service on a permanent or temporary basis based on information requests received. COG/TPB staff will answer the regional "800" telephone line, TDD line, and respond to e-mails on information requests from the Commuter Connections TDM system Web service.

Cost Estimate: \$90,728

Products: Provide commuter traveler information on alternatives to driving alone to the general public through the Web site, electronically, or through printed information.
(COG/TPB staff)

Services: Provide commuter traveler information on alternatives to driving alone to the general public by telephone.
(COG/TPB staff)

Process applications from the general public.
(COG/TPB staff)

Answer and respond to commuter calls from the regional "800" Commuter Connections line and COG TDD line. (COG/TPB staff)

Respond to commuter e-mails from the Commuter Connections TDM Web service. (COG/TPB staff)

Provide general public customer service. (COG/TPB staff)

Schedule: July 1, 2015 - June 30, 2016

Oversight: Ridematching Committee

- Provide input and feedback to information services policies and procedures.

C. TRANSPORTATION INFORMATION SOFTWARE, HARDWARE, AND DATABASE MAINTENANCE

The regional Transportation Demand Management (TDM) software system is provided as a regional database resource with secure online access to nearly 30 commuter assistance programs that include local rideshare agencies, Transportation Management Associations, and federal government agencies. The commuter assistance programs use the TDM software system to service their local commuters' transportation needs for alternative commuting information.

This project includes the daily routine monitoring and maintenance of the TDM software system as well as the hosting of the on-line system through COG's data center. Tasks include: daily backup of the TDM database, maintenance of the TDM Web system servers, contingency management services, Windows support to TDM Oracle database and to virtual web server, oracle database administration and support, documentation of system and system changes, Storage Area Network (SAN) connectivity and maintenance, and the maintenance and replacement of hardware as needed.

This project will also include ongoing software code upgrades to the Web-based TDM system. Changes made to the software code will be reflected in a responsive web design format in order to be displayed on smart phone devices such as Android, Blackberry, and iPhone. Access to specific system modules will be provided through a mobile application.

Cost Estimate: \$273,624
Consultant Costs as Part of Estimate: \$ 70,000
(Maintenance Contracts/Software)

Services: Provide daily routine monitoring and maintenance of the TDM system and database for approximately 30 commuter assistance programs. (COG/TPB staff)

Maintain and update TDM system servers, software programming code, and web hosting. (COG/TPB staff in consultation with contractor).

Schedule: July 1, 2015- June 30, 2016

Oversight: Ridematching Committee

- Provide input and feedback to TDM system maintenance policies.
- Provide recommendations for TDM Web based system software code upgrades.

D. COMMUTER INFORMATION SYSTEM

The Commuter Information System project provides the TDM system with a GIS based information system that includes transit stop data, telework center locations, park and ride lot locations, and bicycling information as part of the ridematching functionality.

During FY 2016, COG/TPB staff will continue integration activities of new transit, telework center, park and ride lot, and bicycle route data into the TDM system server. Staff will also continue to obtain updated transit data, street centerline information and park-and-ride lot data from local jurisdictions and transit properties and reformat this data as necessary to the proper GIS format for use on the regional TDM system. Updates to the park-and-ride and telework center datasets for use on the TDM system will continue as will updates to the interactive GIS-based Web site application to include updated local and regional information for 11,000 plus transit, telework center, park-and-ride lots, and bicycle lanes/paths records. The bicycle routing module will also be updated to reflect any new and/or expanded bicycle paths and/or trails.

Cost Estimate: \$55,988

Services: Update local and regional information for transit, telework center locations, park and ride lots, and bicycle route information which will be used in the TDM Web system. (COG/TPB staff)

Schedule: July 1, 2015 - June 30, 2016

Oversight:

Ridematching Committee

- Provide input into data source updates for TDM web based system.

II. REGIONAL GUARANTEED RIDE HOME PROGRAM

The regional Guaranteed Ride Home (GRH) program eliminates a major barrier to using transit, carpooling, vanpooling, bicycling or walking to work. Studies have shown that a commuter’s fear of being “stranded” at work if they or a family member become ill, or if they must work unexpected overtime, is one of the most compelling reasons commuters do not rideshare or use transit to travel to work. The regional GRH program eliminates this barrier by providing a free ride home in the event of an unexpected personal emergency or unscheduled overtime. The GRH program’s free ride home is offered only to commuters that carpool, vanpool, use transit, bicycle, or walk to work at least two days per work week. As a result of the GRH program, some single occupant vehicle drivers will switch to a ridesharing or transit commuting alternative, and current ridesharing and transit users will increase the usage of these alternative commute modes. The GRH program is an insurance program for those commuters who do not drive alone to their worksite.

The Guaranteed Ride Home program is a regional program and consists of the project area previously outlined in Figure 1. The annual budget for the Guaranteed Ride Home program for the two project areas outlined below is \$731,286.

A. GENERAL OPERATIONS AND MAINTENANCE

COG/TPB staff processes all GRH applications received through the Commuter Connections web-based TDM software system, or by mail or fax. Using the web based TDM system, COG/TPB staff registers qualifying applicants, produces GRH registration ID cards, and sends ID card and participation guidelines to new registrants. Commuters can obtain information about the GRH program and complete an application on the Commuter Connections Web site, www.commuterconnections.org. Commuters may also call COG’s Commuter Connections 800 telephone number, 1-800-745-RIDE, to ask questions about the GRH program and/or request information and an application. The 800 number is equipped with a menu so that callers can choose the menu item that best fits their needs. All GRH questions and requests for information and applications are taken by COG/TPB staff.

COG/TPB staff also mails GRH applications to GRH users who have used the GRH program without formally registering. GRH guidelines permit a commuter to use the GRH service one time as a “one-time exception” before they register. Also, COG/TPB staff mails transit vouchers to GRH users who used transit as part of their GRH trip. All vouchers and invoices from transportation service providers are processed by COG/TPB staff.

In the event the commuter has not supplied an e-mail address, COG/TPB staff mails a re-registration notice to commuters who could not be contacted by telephone. The notice contains an application which the commuter can complete and send to COG to re-register. The commuter can also call Commuter Connections or visit the Commuter Connections Web site to re-register.

During FY 2016, staff will assist the Commuter Connections Subcommittee in reviewing the GRH participation guidelines for any recommended changes. These recommendations will be presented to the Commuter Connections Subcommittee for their final review and approval. In the past, recommendations have been made to modify and add participation guidelines to better convey the GRH trip authorization, GRH re-registration, and one-time exception rules and restrictions.

COG/TPB staff will continue to respond to the general public and to GRH applicants for registrations and re-registrations to the program. Registered commuters will be notified when their GRH registration is about to expire. Staff will continue to prepare and send new and re-registration GRH ID cards, registration letters, and participation guidelines on a weekly basis. Staff will also continue to monitor and maintain the GRH applicant database and server. COG/TPB staff will continue to update and maintain program participation guidelines, and provide annual customer service training to the daily operations contractor and COG/TPB staff assigned to the project.

Cost Estimate: \$215,982

Direct Costs (Telephone, Copies, etc) as Part of Estimate: \$26,843

Products: GRH new and re-registration ID cards and registration letters
(COG/TPB staff)

GRH Program participation guidelines. (COG/TPB staff)

Services: Process application requests from the general public for registration and re-registration to the program. (COG/TPB staff)

Notify commuters when registration is about to expire.
(COG/TPB staff)

Monitor and update GRH applicant database. (COG/TPB staff)

Schedule: July 1, 2015 - June 30, 2016

Oversight: Commuter Connections Subcommittee

- Provide input and feedback on GRH program participation guidelines and policies.

B. PROCESS TRIP REQUESTS AND PROVIDE TRIPS

GRH transportation service is provided by several taxi companies, a rental car company, and a paratransit company, all under contract with COG. Commuters make their GRH trip request through a menu option provided on COG’s Commuter Connections 800 telephone number. This menu option transfers calls for GRH trips directly to an operations contractor. This contractor reviews and assesses the trip request and approves or denies the request based on the GRH Participation Guidelines. The contractor then arranges the approved trips with the appropriate transportation providers. If a trip request is denied, the commuter is offered an arranged trip at their own expense.

During FY 2016, COG/TPB staff will continue management and monitoring of contract services for day-to-day operations services. Day to day operations include confirming ride request eligibility; dispatching rides through the ten ride service providers; tracking ride requests in the GRH database; and processing invoices for payment for ride service providers, the daily operations contractor and for the general public for transit vouchers.

Customer service training will be provided to all Guaranteed Ride Home call center agents.

Cost Estimate: \$515,304

Consultant/Contractor Costs as Part of Estimate:

<i>(Daily Operations)</i>	<i>\$148,000</i>
<i>(Cab and Car Rental Companies)</i>	<i>\$285,000</i>

Services: Process GRH trip requests, approve/deny requests, and arrange rides. *(Daily Operations Contractor)*

Management and monitoring of contract services for day-to-day operations and ten cab and car rental ride service providers. This includes processing invoices for payment for contractors and for the general public for transit vouchers. *(COG/TPB staff)*

Customer service training for GRH call center agents. *(COG/TPB Staff)*

Provide GRH Rides *(Cab and Car Rental Companies)*

Schedule: July 1, 2015 - June 30, 2016

Oversight: Commuter Connections Subcommittee

- Provide input and feedback on GRH program operations.

III. **MARKETING**

The Marketing program delivers a “brand promise” for Commuter Connections as an umbrella solution for commuters seeking alternative commuting options within the region through regional marketing campaigns and special events and initiatives. The use of media and other forms of communication at high reach and frequency levels are used to communicate the benefits of alternative commute methods to Single Occupant Vehicle (SOV) commuters most likely to shift to non-SOV travel.

Marketing is a regional program and consists of five project areas listed below. The total annual project cost for the program tasks is \$2,869,165.

A. TDM MARKETING AND ADVERTISING

Regional TDM marketing campaigns aim to encourage both current SOV and non-SOV populations to either start or to continue using alternative transportation modes for commuting. Regional TDM marketing campaigns complement other on-going Commuter Connections program services that have been implemented in the region by increasing their overall efficiency and effectiveness.

Commuter Connections regional marketing campaigns may include, but are not limited in the use of direct mail to households and employers, radio, television, Web site advertisements and banner ads, phone book advertising, keyword search engine sponsorships, bus and rail advertising, and special event advertising. COG/TPB staff and its network members may also participate in promotions at employment sites and special events.

The overall objective of the project will be to continue to brand Commuter Connections and to meet the Mass Marketing TERM impact goals. A marketing/advertising/public relations contractor will be used to produce and execute the creative, copywriting, and earned media (public relations) plan.

The marketing/advertising/public relations contractor provides expertise to develop the regional marketing campaign. The program builds upon current regional TDM marketing efforts by local, state, and regional agencies to establish a coordinated and continuous year round marketing effort for regional TDM programs. Partnerships between COG and area transit agencies have been established and are maintained to enable the promotion of incentives such as the GRH program to transit riders. COG has also partnered with local jurisdictions to promote various program services through value

added media opportunities.

A Marketing Communications Plan and Schedule is issued within the first quarter of the fiscal year that will outline the overall marketing strategy to be used for marketing campaign. Input on this plan will be provided by the state funding agencies and the Regional TDM Marketing Group members. A Marketing Planning Workgroup will then be formed provide input to the detailed creative development of the regional marketing campaigns. Campaign summary documents will be produced that will outline campaign specifics such as direct mail distribution points (i.e. zip codes), radio stations used, etc.

COG/TPB staff will update and implement a public relations plan and continuously update the SharePoint site for posting marketing and advertising materials for review by the regional Marketing Planning Workgroup members. An outbound email box has also been established at docomments@mwkog.org for communications on reports and other work program products that require feedback by Commuter Connections committee groups.

A regional commute alternatives newsletter, *Commuter Connections*, will be published quarterly and distributed to several thousand employers. The focus of the newsletter is on federal, state, regional and local information and/or ideas employers can use to either start, expand or maintain employer-based commute benefit programs. In addition, COG/TPB staff works with the General Services Administration to produce a quarterly Employee Transportation Coordinator (ETC) newsletter insertion into the Commuter Connections newsletter, for distribution to more than 100 Federal ETC's.

COG/TPB staff will continue to maintain and update all Commuter Connections collateral materials and Web based information. The regional Resource Guide and Strategic Marketing Plan will also be updated with input from member agencies.

Cost Estimate: \$2,309,998

Consultant/Contractor Costs as Part of Estimate:

<i>(Advertising and Marketing Contractor)</i>	\$ 500,000
<i>(Media Buy)</i>	\$1,100,000
<i>(Postage/Printing)</i>	\$ 278,286

Products: SharePoint postings for marketing and advertising materials for review by workgroup members and all other Commuter Connections committees. *(COG/TPB staff)*

Earned media plan. *(COG/TPB staff in conjunction with consultant)*

Quarterly employer newsletter and Federal agency Employee Transportation Coordinator newsletter. *(COG/TPB staff in conjunction with consultant)*

Mass Marketing material updates and re-prints. *(COG/TPB staff in conjunction with consultant)*

Commuter Connections Web Site updates. *(COG/TPB staff in consultation with consultant as needed)*

Creative materials for regional TDM marketing campaigns. *(COG/TPB staff in conjunction with consultant)*

Bus and rail advertising development and placement. *(COG/TPB staff in conjunction with consultant)*

Special event advertising development and placement. *(COG/TPB staff in conjunction with consultant)*

Marketing Communications Plan and schedule. *(COG/TPB staff in conjunction with consultant)*

2015 Strategic Marketing Plan and Resource Guide. *(COG/TPB staff in conjunction with consultant)*

1st Half of the Fiscal Year Regional TDM Marketing Campaign Summary Document. *(COG/TPB staff in conjunction with consultant)*

2nd Half of the Fiscal Year Regional TDM Marketing Campaign Summary Document. *(COG/TPB staff in conjunction with consultant)*

Services:

Placement of advertisements including, but not limited to: Web site advertisement through banner ads, placement of keyword search engine sponsorships, radio, print, and television, as needed. *(Consultant)*

Placement of advertisements in printed and electronic telephone directories. *(COG/TPB staff)*

Staff the Regional TDM Marketing Group. *(COG/TPB staff)*

Track the effectiveness of advertising campaigns through call volumes and internet hits. *(COG/TPB staff)*

Process media placement invoices. *(COG/TPB staff)*

Monitor and adjust the implementation of regional marketing campaigns. *(COG/TPB staff)*

Attend and participate in commuter promotional events and special events, as needed. *(COG/TPB staff)*

Management and oversight of marketing contract. *(COG/TPB staff)*

Schedule:

July 1, 2015 - June 30, 2016

Marketing Communications Plan and Schedule: September 2015

2015 Strategic Marketing Plan and Resource Guide: December 2015

1st Half of the Fiscal Year Regional TDM Marketing Campaign Summary Document: December 2015

2nd Half of the Fiscal Year Regional TDM Marketing Campaign Summary Document: June 2016

Oversight:

Regional TDM Marketing Group

- Provide input and feedback on marketing plan, collateral materials, and recommendations made by the Marketing Planning Work Group.
- Provide information on current regional TDM marketing efforts by local, state, and regional agencies to establish and coordinate continuous year round marketing for regional TDM.

B. BIKE TO WORK DAY

A major marketing activity is the annual Bike to Work day event. Participation in this

event has grown steadily each year and includes bicyclists from all jurisdictions in the region. This event is co-sponsored by the Washington Area Bicyclists Association (WABA) and is supported by COG/TPB staff, the state funding agencies and local jurisdictions, and individual sponsoring companies and organizations. Some of the costs of the event are off-set by business and interest-group sponsors who receive publicity for their financial support.

Commuter Connections participation in Bike to Work day includes support for the planning and promotion of the event, the maintenance and management of the event web sites, and assistance at the various “pit stops” on the day of the event, development of promotional materials and advertising, and earned media. An “Employer Challenge” is also held which identifies the top five employers with the most registered participants in the event. A drawing is then held with the five employers to select a winner. The winning employers’ registered participants receive a free lunch event sponsored by Commuter Connections.

COG/TPB staff will continue to support and implement a regional Bike To Work Day event and promote the event to employers. This will be accomplished through management and oversight of the event web site, media placements and marketing coordination activities with the marketing/advertising/public relations contractor.

Cost Estimate: \$170,990

Consultant/Contractor Costs as Part of Estimate:

<i>(Advertising and Marketing Contractor)</i>	\$ 75,000
<i>(Media Buy)</i>	\$ 55,000
<i>(Postage/Printing)</i>	\$ 11,523

Products: Earned media plan. *(COG/TPB staff in conjunction with consultant)*

Creative materials for Bike To Work Day Event which may include, but is not limited to logo update, poster, take-away brochure, transit signage, t-shirts, custom banners for each pit stop, radio ad, writing copy for live radio reads, print ad, internet ads, HTML e-mail blasts, and public service announcements. *(COG/TPB staff in conjunction with consultant)*

Regional Proclamation. *(COG/TPB staff)*

Services: Coordinate regional pit stops for Bike To Work Day event in May 2016. *(COG/TPB staff)*

Coordination and management of event web site *(COG/TPB staff in conjunction with WABA staff and*

consultant)

Design and distribute event collateral materials to employers and the general public. *(COG/TPB staff in conjunction with consultant).*

Placement of advertisements; including, but not limited to: Web site advertisement through banner ads, placement of keyword search engine sponsorships, radio, and print, as needed. Activities include negotiation of value-added media. *(Consultant)*

Solicitation of corporate sponsors. *(COG/TPB staff in conjunction with consultant).*

Media outreach and coordination of interviews. *(COG/TPB staff in conjunction with consultant)*

Coordination of Employer Challenge. *(COG/TPB staff)*

Process media placement invoices. *(COG/TPB staff)*

Management and oversight of marketing contract. *(COG/TPB staff)*

Staff regional Bike To Work Day Steering Committee. *(COG/TPB staff)*

Schedule: July 1, 2015 - June 30, 2016

Oversight: Bike To Work Day

- Provide input and feedback on marketing collateral materials, radio advertisements and event logistics.

C. EMPLOYER RECOGNITION AWARDS

COG/TPB staff will coordinate the annual Commuter Connections Employer Recognition Awards for employers showing commitment towards voluntarily implementing commute alternative programs and telecommuting at their respective worksite(s). COG/TPB staff will also explore additional public relations opportunities for the award winning agencies to be profiled or highlighted. During FY 2009, a review of the program occurred and recommended changes that were adopted were implemented during FY 2010. An Employer Recognition Awards work group will continue to provide

input to the collateral material developed for the award.

Coordination activities will include developing and distributing an awards nomination packet and soliciting nominations from employers through local jurisdictions, Chambers of Commerce and from the employers themselves. Staff will also work with the marketing contractor to review and classify the award submissions. A selection committee of objective transportation industry professionals will be recruited for the awards selection committee. The selection committee will be chaired by a member of the TPB.

The marketing contractor will work with COG/TPB staff to validate nomination entries and obtain and clarification needed from nominees. The marketing contractor will facilitate the selection committee process. Once the selection committee makes its recommendations, the award winners will be notified and a short video will be produced on each winning category. An awards booklet, giveaway, and short video briefs of each of the award winners will be produced for the awards ceremony. The awards ceremony will be held towards the end of the fiscal year. Staff will coordinate all logistics for the event including, but not limited to: securing speakers, writing remarks, securing event venue, and staffing the event. Additionally, COG's Office of Public Affairs along with the marketing contractor will identify media opportunities to highlight the winners.

Cost Estimate: \$109,127

Consultant/Contractor Costs as Part of Estimate:

<i>(Advertising and Marketing Contractor)</i>	\$65,000
<i>(Media Buy)</i>	\$ 7,500
<i>(Postage/Printing/Video)</i>	\$20,500

Products:

Awards nomination packet. *(COG/TPB staff in conjunction with consultant).*

Awards invitations *(COG/TPB staff in conjunction with consultant).*

Awards Booklet. *(COG/TPB staff in conjunction with consultant).*

Award Trophies. *(COG/TPB staff)*

Giveaway Item. *(COG/TPB staff in conjunction with consultant).*

Video Briefs. *(COG/TPB staff in conjunction with consultant).*

Event Photos. *(Consultant)*

	Print Ad. <i>(Consultant in conjunction with COG/TPB staff)</i>
Services:	<p>Coordinate award submissions with local jurisdictions. <i>(COG/TPB staff)</i></p> <p>Coordinate logistics for awards selection committee. <i>(COG/TPB staff in conjunction with consultant)</i></p> <p>Facilitate selection committee meeting <i>(Consultant)</i></p> <p>Identify and coordinate earned media opportunities. <i>(COG/TPB staff in conjunction with consultant)</i></p> <p>Placement of print ad. <i>(Consultant)</i></p> <p>Process media placement invoices. <i>(COG/TPB staff)</i></p> <p>Coordinate event logistics including recruitment of speakers, writing speaker remarks, securing event venue, and staffing the event. <i>(COG/TPB staff)</i></p> <p>Management and oversight of marketing contract. <i>(COG/TPB staff)</i></p>
Schedule:	July 1, 2015 - June 30, 2016
Oversight:	<p>Commuter Connections Subcommittee</p> <ul style="list-style-type: none"> • Provide input and feedback on project and recommendations made by Employer Recognition Awards work group.

D. 'POOL REWARDS

During FY 2009 COG/TPB staff issued a report on the feasibility of conducting a carpool incentive demonstration project called 'Pool Rewards. The carpool incentive demonstration project was launched in FY 2010 and was evaluated in FY 2014. The purpose of the carpool incentive demonstration project was to recruit and retain commuters in a carpool through cash or other incentives. Similar programs are in operation in major metropolitan areas such as Los Angeles and Atlanta. Research has shown that commuters who are paid to carpool tend to stay in a carpooling arrangement longer than those carpoolers who are not paid. Commuters who currently take transit or a vanpool to work are eligible to receive \$130 per month under the IRS Qualified Transportation Fringe

benefit provisions. Carpoolers are not eligible to participate. This type of a program has been used in a limited fashion in the Washington metropolitan region during large-scale construction projects such as the Wilson Bridge where the program was named “Bridge Bucks.” The program proved to be extremely successful in convincing commuters to use an alternative form of transportation other than driving alone during the construction period.

During FY 2009, a demonstration program began operations in the following corridors: 1) I-495 from Bethesda to Tyson’s Corner, 2) I-495 from MD-295 (BW Parkway) to I-270; and 3) I-395 from Washington DC into Northern Virginia. The program guidelines and implementation plans for each of these corridors were developed by a work group in FY 2009 and were deployed as part of the pilot project. The duration of the financial incentive for the three recommended corridors was for three months for participating commuters. During the course of the demonstration project in FY 2010, the corridor restrictions were lifted in March 2010 due to low participation rates.

An evaluation report was developed under the guidance of the State TDM Work Group and the TDM Evaluation Group. Based on the demonstration project results, the STDM Work Group determined the program’s continuation beginning in FY 2011 along with changes to program guidelines and the ‘Pool Rewards software module. After measuring the benefits produced from the carpool financial incentive program, comparisons were made from the expected outcomes to the actual outcomes in terms of auto occupancy and vehicle miles of travel, vehicle trips reduced and emission impacts. A follow-up survey conducted in FY 2011 of the original demonstration project participants showed a 93% carpool retention rate of all participants. A survey of new participants was conducted in FY 2011 and showed that 98% of the program participants planned to carpool after the incentive had ended. A survey of all program participants that had completed the program and were paid was conducted in FY 2014 and results showed a 55% carpool/vanpool retention rate. Continued evaluation will be conducted in order to adjust program guidelines and documentation of program participation from the user’s end. Results from the FY 2014 survey were used to adjust the program budget.

The current carpool incentive allows each participating carpooler to earn up to \$130 over a 90 day time frame through a trip-tracking process. In FY 2012 the ‘Pool Rewards program was expanded to include vanpools. Newly formed vanpools that originate in either the District of Columbia or in Maryland whose destination is in the Washington DC non-attainment region will be eligible to participate. Third-party vanpool providers on contract with COG/TPB provide the vanpool service and each of the ‘Pool Rewards eligible vanpools receive an on-going \$200 per month incentive. COG/TPB staff worked with WMATA to develop a monthly mileage reporting system for the Federal Transit Administration’s (FTA’s) National Transit Database. There will also be continued coordination with Virginia’s new incentive vanpool program.

In FY 2016, advertising materials will be updated along with on-line advertising as a way to entice additional project participants.

Cost Estimate:

\$170,225

Consultant/Incentive Costs as Part of Estimate:

(Advertising and Marketing Contractor)	\$ 20,000
(Media Buy)	\$ 50,000
(Pool Rewards Incentive Payments)	\$15,000 (carpools)
	\$45,000 (vanpools)

Products:	Marketing materials. (COG/TPB staff in conjunction with consultant)
Services:	Operation of 'Pool Rewards program which includes registering and verifying participants, monitoring trip logs, supervisor verification, and payments to program participants. (COG/TPB staff)
	Media Placements. (Consultant)
	Process media placement invoices. (COG/TPB staff)
	Management and oversight of marketing contract. (COG/TPB staff)
Schedule:	July 1, 2015 - June 30, 2016
Oversight:	Commuter Connections Subcommittee <ul style="list-style-type: none">• Provide input and feedback on project recommendations for program continuation and/or expansion.

E. CAR-FREE DAY

During FY 2015, COG/TPB staff will coordinate with local jurisdictions to implement the regional Car Free Day campaign that will encourage residents to leave their cars behind or to take alternative forms of transportation such as public transit, carpools, vanpools, telework, bicycling or walking.

Car Free Day was first held in FY 2009. In FY 2012, evaluation results showed that there were over 11,700 individuals that pledged to go "car-free" for this event, a 70% increase over the previous year. In addition, there were approximately 5,500 vehicle trips reduced and 272,000 vehicle miles of travel reduced as a result of participation in this event. During FY 2013, the event was held on a Saturday and the participation rate was about half of that in FY 2012 (6,572 pledges). In FY 2014, the event date fell on a Sunday; however the region expanded the event to Car Free Days to include Friday and Saturday; however the participation rate fell sharply to 4,168. In FY 2015, pledges climbed back up to 4,656, a 13% increase over FY 2014.

This event will be held on September 22nd and is in tandem with the World Car Free Day event. In FY 2016, the event will fall on a weekday which will should attract additional participation. A marketing campaign along with public outreach efforts will be developed to coincide with this worldwide celebrated event.

Cost Estimate:	\$99,825
Consultant/Contractor Costs as Part of Estimate:	
(Advertising and Marketing Contractor)	\$ 30,000
(Media Buy)	\$ 45,000
(Postage/Printing)	\$ 16,250

Products: Marketing collateral which can include, but is not limited to development and printing of posters, transit signage, bus shelter signage and other related advertising collateral that will need to be printed. *(COG/TPB staff in conjunction with consultant)*

Development and production of radio ad, internet ads, and text messages, and HTML e-mail blasts. *(COG/TPB staff in conjunction with consultant)*

Earned media plan development and implementation. *(COG/TPB staff in conjunction with consultant)*

Update of Web site and social media. *(COG/TPB staff in conjunction with consultant)*

Services: Implement regional Car Free Day event prior to and after Monday, September 22, 2015 and promote event to the general public, employers and to the media. *(COG/TPB staff in conjunction with consultant)*.

Media Placements, including the negotiation of value-added placements. *(Consultant)*

Process media placement invoices. *(COG/TPB staff)*

Staff regional Car Free Day Steering Committee. *(COG/TPB staff)*

Management and oversight of marketing contract. *(COG/TPB staff)*

Schedule: July 1, 2015 - June 30, 2016

Oversight:

Car Free Day Steering Committee

- Provide input and feedback on marketing collateral materials, radio advertisements and event logistics.

IV. MONITORING AND EVALUATION

The Monitoring and Evaluation program will provide overall program and individual project results when appropriate for the various projects in the CCWP that will be used to track progress for the regionally adopted Transportation Emission Reduction Measures (TERMS). One project will solely focus on those activities directly related to data collection and analysis for the TERMS. Data collection and analysis for the TERMS occurs over a three year period. Results from this project will directly impact the FY 2015 – FY 2017 TERM Analysis report for Commuter Connections and the final results will be used to update the regional TERM Tracking Sheet. Cost effectiveness results are also calculated every three years. Impact and cost effectiveness results will also be used by the State TDM Work Group to make any necessary recommendations for changes to the TERMS being operated through Commuter Connections.

The second project area will include the ongoing tracking and monitoring activities for each of the CCWP program areas, including the Commuter Operations Center, Guaranteed Ride Home, Employer Outreach, and Marketing. A direct customer satisfaction survey will be performed to gauge the level of satisfaction for Guaranteed Ride Home. Monthly data collection and quarterly progress reports and an annual progress report will also be produced by COG/TPB staff.

The Monitoring and Evaluation program is a regional program and consists of the two project areas outlined below. The total annual project cost for the program tasks is \$868,000.

A. TERM DATA COLLECTION AND ANALYSIS

Data collection analysis for the Commuter Connections TERMS occurs over a three year period. The current cycle began in FY 2015 (July 1, 2014) and will conclude in FY 2017 (June 30, 2017). During FY 2015, the previous data collection cycle's TERM Analysis Report was finalized and published and the Placement Rate Study for the new data collection period was completed. In FY 2016, the Framework Methodology Document will be updated and published, and data collection activities will occur for the 2016 State of the Commute Report and 2016 GRH Applicant Survey. Draft Technical reports will be produced for both data collection activities. Retention rate surveys will also be conducted for Commuter Connections applicants and Guaranteed Ride Home applicants. During FY 2017, the final year in the data collection cycle, COG/TPB staff will conduct an evaluation of the regional Employer Outreach database as specified in the FY 2015–2017 TDM Evaluation Framework Methodology Document. An employer telework survey will also be conducted to gauge the effectiveness of assistance provided to employers to start and expand a telework program in Maryland. A Bike To Work Day survey of the FY 2016 program participants will be conducted and the 2016

State of the Commute Survey Technical Report will be finalized and a general public report will be prepared for printing. The 2016 Guaranteed Ride Home Applicant Survey Report will be finalized. The draft FY 2017 TERM Analysis report will also be prepared and a Retention Rate survey will be conducted as part of the Applicant Placement Rate Study..

During FY 2016, COG/TPB staff will work to update the FY 2015–FY 2017 TDM Evaluation Framework Methodology document. The TDM Evaluation Framework Methodology document is used as the “blueprint” in data collection activities for the three year Commuter Connections TERM Evaluation cycle and also provides the methodology used to calculate Commuter Connections program benefits. Updating this document will also provide an opportunity to re-visit program goals for each of the Commuter Connections TERMS relevant to recent impact and cost effectiveness data released in the FY 2012-FY2015 TERM Analysis report.

The 2016 State of the Commute Survey will also be designed and implemented as it is conducted every three years. The purpose of the State of the Commute report is to document trends in commuting behavior, such as commute mode shares and distance traveled, and prevalent attitudes about specific transportation services, such as public transportation, that are available in the region. The State of the Commute Survey is also used to help estimate the congestion and air quality impacts of Commuter Connections. The survey instrument used for data collection activities will be reviewed and updated accordingly, data collection activities will occur and a draft Technical Report will be produced. Results from the survey will be used in the FY 2015–2017 TERM Analysis report and will then be incorporated into the TPB’s regional TERM report.

COG/TPB staff will also be updating the survey instrument design for the in-depth Guaranteed Ride Home (GRH) Applicant survey. This survey is conducted every three years to assess the mode shift changes of 1,000 GRH program applicants. Data collected will be used to determine transportation and emission impacts of the program in the FY 2015–FY 2017 TERM Analysis Report. A survey report will be prepared and released by June 2016.

Retention rate surveys will also be conducted for Commuter Connections program applicants and Guaranteed Ride Home program applicants. The purpose of these two new surveys will be to document the retention rates of alternative mode use as a result of contacting Commuter Connections for program services. Respondents from the previous Applicant Placement Rate Study’s conducted in FY 2012 and FY 2015 will be re-contacted to ascertain whether or not they are still using alternative modes. Guaranteed Ride Home applicant survey respondents from the FY 2013 survey will also be conducted to determine their continued use of alternative modes.

Various presentations on the data collection instruments and reports will be prepared and given to the Commuter Connections TDM Evaluation Group, the Commuter Connections Subcommittee, the TPB Technical Committee, and the TPB, if warranted. The evaluation contractor will also be fulfilling data requests that are received or needed

by COG/TPB staff during the course of the fiscal year.

COG/TPB staff will also provide day to day management and monitoring of evaluation contract services and will report results through monthly data collection activities and quarterly progress reports and an annual progress report.

During FY 2016, data collection activities from local sales territories will continue as will the review of employer database records and the classification of employer records into levels of participation. Quarterly level of effort verification statements will be produced by COG/TPB staff.

Cost Estimate: **\$623,890**

Consultant Costs as Part of Estimate:
(TDM Evaluation Project Consultant) \$464,500

Products: FY 2015- FY 2017 TDM Evaluation Framework Methodology Document. *(COG/TPB staff in conjunction with consultant).*

2016 State of the Commute Survey design and data collection activities. *(COG/TPB staff in conjunction with consultant).*

2016 State of the Commute draft Technical Report. *(COG/TPB staff in conjunction with consultant).*

2016 GRH In-Depth Applicant Survey and draft report. *(COG/TPB staff in conjunction with consultant).*

2016 Commuter Connections Applicant Retention Rate Survey design and data collection activities *(COG/TPB staff in conjunction with consultant).*

2016 Guaranteed Ride Home Applicant Retention Rate Survey design and data collection activities *(COG/TPB staff in conjunction with consultant).*

Quarterly level of effort Employer Outreach TERM verification statements. *(COG/TPB Staff)*

Services: Fulfillment of data requests. *(COG TPB Staff)*

Data documentation from monthly activity reports from ten local sales territories. *(COG TPB Staff)*

Management and oversight of TDM Evaluation contract. *(COG/TPB staff)*

Schedule: July 1, 2015 - June 30, 2016

FY 2015 – FY 2017 TDM Evaluation Framework
Methodology Document: December 2015

2016 State of the Commute Survey Draft Technical Report:
June 2016

2016 In-Depth GRH Applicant Draft Survey Report: June
2016

2016 Commuter Connections Applicant Retention Rate Draft
Survey Report: June 2016

2016 Guaranteed Ride Home Applicant Retention Rate Draft
Survey Report: June 2016

Oversight: TDM Evaluation Group

- Provide input and feedback on data collection activities, survey methodology, and draft reports.

B. PROGRAM MONITORING AND TRACKING ACTIVITIES

COG/TPB staff will collect monthly program statistics, produce quarterly progress reports, monthly Executive Summary reports, and produce a FY 2014 annual summary of program statistics of the number and type of commuter traveler requests filled by COG and other client member program sites. Staff will collect and analyze data from the monthly customer satisfaction survey for all GRH program users, and produce a customer satisfaction survey report based on the findings. Survey results will be used to change program guidelines and/or policies as needed.

COG/TPB staff will assist local Employer Outreach sales representatives to conduct employer site surveys. A contractor will be used to provide technical assistance for the electronic surveying process and analysis of results, and data entry assistance for those employers using a paper copy of the survey. Survey tabulation and reporting will be provided by COG/TPB staff. Results from the employer database tabulated surveys are used to estimate the participation rates and impacts for employer-based TDM programs reported from the local sales jurisdictions. COG/TPB staff will also maintain and update the archived Employer Commute Survey database.

COG/TPB staff will also monitor monthly progress for local Employer Outreach sales jurisdictions based on their approved Scopes of Work and contract project goals.

Quarterly progress reports and level of effort tracking sheets listing results of each local sales jurisdiction will be prepared. An annual detailed snapshot of overall progress will be provided to appropriate state funding agencies for their respective jurisdictions.

COG/TPB staff will conduct the annual Employer Customer Satisfaction Survey and report.

COG/TPB staff will oversee a regional monitoring and evaluation program for Employer Outreach which includes data collection activities from local employer outreach sales territories. Local jurisdiction contract performance monitoring for Employer Outreach goals will also be a part of this activity.

Results from local employer telework sales calls and outreach services will be documented in terms of level of effort and progress and shown in quarterly progress reports. Quarterly documentation will also be provided on level of participation and effectiveness and results from sales and outreach activities for employer-based telework programs. Overall monitoring and evaluating employer-based telework programs throughout the region will continue.

Staff will also evaluate effectiveness of advertising campaigns through call volumes, internet hits, and the annual placement rate study. Marketing campaigns will be monitored through lead analysis and detailed campaign summary results. An event summary report will also be produced for the FY 2015 regional Bike To Work Day event.

Monthly program statistics will be collected and quarterly progress reports will be provided for all program areas in the FY 2016 CCWP and an annual progress report for FY 2015 will be produced.

Cost Estimate:	\$244,110
<i>Consultant Costs as Part of Estimate:</i>	
<i>(Employer Survey Project Consultant)</i>	\$ 30,000

Products:	Collect monthly program data and produce quarterly progress reports and monthly Executive Summary reports for the Commuter Operations Center, Guaranteed Ride Home, Employer Outreach, Marketing, Evaluation, and GRH Baltimore programs. <i>(COG/TPB staff)</i>
	Produce FY 2015 annual progress report. <i>(COG/TPB staff)</i>
	Collect and analyze data from monthly GRH customer satisfaction survey for FY 2015 program users, and produce a report showing results. <i>(COG/TPB staff)</i>

Quarterly Employer Outreach verification report.
(COG/TPB staff)

Marketing lead analysis and campaign summary
report. (COG/TPB staff)

FY 2015 Bike to Work Day Event Report (COG/TPB
staff)

Survey reports to Employer Outreach representatives
from Employer Commute Survey results. (COG/TPB
staff)

Services:

Updating and Maintaining Employer Commute Survey
archived database. (COG/TPB staff)

Management and oversight of Employer Survey
contract. (COG/TPB staff)

Staff the TDM Evaluation Group (COG/TPB staff)

Schedule:

July 1, 2015 - June 30, 2016

FY 2015 4th Quarterly Progress Report: July 2015

FY 2015 Marketing Campaign Lead Analysis and
Results: September 2015

FY 2015 Annual Progress Report: September 2015

FY 2016 1st Quarter Progress Report: October 2015

FY 2016 2nd Quarter Progress Report: January 2016

FY 2016 3rd Quarter Progress Report: April 2016

FY 2016 Marketing Campaign Lead Analysis and
Results: March 2016

Oversight:

Commuter Connections Subcommittee

- Provide input and feedback on data collection activities for GRH customer satisfaction survey, monthly, quarterly, and annual progress reports.

Regional TDM Marketing Group

- Provide input and feedback on campaign lead analysis reports.

Employer Outreach Committee

- Provide input and feedback on quarterly employer outreach verification reports and Employer commute survey process, reports and survey result archives.

V. EMPLOYER OUTREACH

The Employer Outreach program provides and supports outreach efforts in ten jurisdictions located in the region’s MSA. This program contains regional and jurisdictional components. COG/TPB’s Commuter Connections staff provides overall administration and arranges for sales training and support for the jurisdictional components of the program and technical training on the regional sales contact management database. The local jurisdictions provide outreach to employers and work with employers to develop and implement new, or expand existing employer-based alternative commute programs.

The following local jurisdictions provide employer outreach services:

District of Columbia
Frederick County
Montgomery County
Tri-County Council for Southern Maryland
Prince George’s County
City of Alexandria
Arlington County
Fairfax County
Loudoun County
Prince William County

Most employers who promote commute alternatives do so for practical reasons associated with the operation of their businesses. But the community as a whole benefits from commute alternatives programs, which improve air quality, reduce traffic congestion, and support economic development. For this reason, many local governments in the region continue to offer programs that encourage commute options at the employment site. These programs range from marketing efforts and incentive programs conducted through ridesharing programs to “adequate public facilities ordinances” that have trip reduction requirements for affected employers. Additionally, the Virginia Department of Transportation administers funds directly to the local jurisdictions in Northern Virginia to implement the Employer Outreach TERM and has also allocated funding to the Telework!VA program for employers to either start or expand a telework program. The District Department of Transportation is using the pass-thru dollars for the TERM to hire a contractor directly. Results from these activities are reported and

analyzed under the regional Monitoring and Evaluation program.

The Commuter Connections program's ongoing goal has been to weave existing local employer and government programs into a coherent, voluntary regional network, and to promote ways in which worksite commute alternatives programs may grow, without imposing burdensome mandates upon employers.

Regional Components of the Employer Outreach Program include:

- 1) Maintaining and updating a web-based regional employer/employee sales contact database to facilitate local efforts and avoid duplication.
- 2) Coordination with WMATA's SmartBenefits program sales staff, and/or their assigned consultant(s).
- 3) Review of individual local sales contact databases on a continuing basis to ensure quality control.
- 4) Providing bicycling information to area employers to help and support bicycling to work by their employees.
- 5) Coordinating technical training for the regional sales database on an as needed basis.
- 6) Supporting the Employer Outreach Committee of the Commuter Connections Subcommittee which provides guidance to the program.
- 7) COG/TPB staff support for updating and printing customized sales materials and employer case studies both in hard copy and for inclusion on the Commuter Connections Web site.
- 8) Providing coordinated marketing materials for the program including; but not limited to, customized sales portfolio's, employer case studies, Live Near Your Work, Alternative Work Schedule, Climate Change Carbon Footprint, LEED, and Emergency Commute Preparedness information.
- 9) Providing customized information on voluntary commuting actions that can be taken by employers and the general public to reduce mobile source emissions, particularly on Air Quality Action days, through the Clean Air Partners program.
- 10) Offering sales training for the sales and service representatives in each of the participating jurisdictions.

The regional components of the program are listed in the two project tasks below. The total annual cost for the regional components of the Employer Outreach program is \$84,725.

Jurisdictional Components of the Employer Outreach Program include:

- 1) Contacting individual employers in each locality, (carried out by the local sales and service representatives) through the regional contact sales database which Commuter Connections maintains and updates.
- 2) Accomplishing local program goals in Maryland jurisdictions via staff, contractors, TMA's, or other entities. A scope of work is submitted to COG to expedite an annual program contract for each locality, and funding is allocated to localities based upon guidance to COG from the state funding agencies.
- 3) COG/TPB support for overseeing pass-thru funding to local sales jurisdictions for the implementation of voluntary transportation demand management strategies at private sector employment sites.
- 4) Providing sales support for the sales and service representatives in DC and Maryland.

The jurisdictional components of the program are outlined in the two project tasks below. The total annual costs for the jurisdictional components of the Employer Outreach program are \$567,553.

Regional Component Project Tasks

A. REGIONAL EMPLOYER DATABASE MANAGEMENT AND TRAINING

During FY 2016, COG/TPB staff will continue to maintain and update the hardware and software for the computerized regional employer outreach database and monitor the regional web-based database upgrade installed during FY 2015. In addition, COG/TPB staff will coordinate training and provide technical assistance to local sales jurisdictions upon request.

Cost Estimate: \$69,725

Services: Management and monitoring of Employer Outreach regional database and provision of sales representative database training as needed.
(COG/TPB staff)

Maintenance and update of regional contact management database. *(COG/TPB staff)*

Schedule: July 1, 2015 - June 30, 2016

Oversight: Employer Outreach Committee

- Provide input and feedback on technical issues regarding the regional Employer Outreach database.

B. EMPLOYER OUTREACH FOR BICYCLING

The Employer Outreach for Bicycling program provides information to area employers to help support and encourage bicycling to work by their employees. This information is included in the Employer Outreach materials provided to employers under the Employer Outreach Program.

Specific activities under the Employer Outreach for Bicycling Program include the update of a guide on biking to work (“Biking to Work in the Washington Area: A Guide for Employers and Employees), and incorporation of WABA bike mentors into the ridematching database. (WABA’s Web site now provides users with 24-hour matching to WABA bike mentors, automating a service that previously consumed considerable staff time, and which was available only during office hours).

COG/TPB staff also provides support and facilitation for other bike-to-work outreach activities including lunch time seminars, association meetings and strategic mailings.

Cost Estimate: \$15,000

Printing as Part of Estimate \$7,355

Products: Regional Bicycling to Work Guide updates.
(COG/TPB staff)

Services: Employer assistance and seminars. (COG/TPB staff)

Schedule: July 1, 2015 - June 30, 2016

Oversight: Employer Outreach Committee

- Provide input and feedback on bicycling issues or outreach activities at employment sites.

Jurisdictional Component Project Tasks

A. MARYLAND LOCAL AGENCY FUNDING AND SUPPORT

Local jurisdictions work with employers to develop and implement new, or expand existing employer-based commuter benefit programs such as transit and vanpool benefits, preferential parking for carpools and vanpools, carpool and vanpool formation, and telework and flexible work schedules. Results from these efforts are recorded in the regional employer database.

Maryland jurisdictions will also provide general telework information to the general public, local agencies, and employers. Employer Outreach representatives will also work with employers in Maryland to establish new or expand existing telework programs.

Cost Estimate: Pass-thru to Local Jurisdictions: \$383,167
Telework component of pass-thru: \$81,063

Total Project Budget: \$464,230

Services: New or expanded employer-based TDM programs in Maryland. (*local jurisdictions*).

New or expanded employer telework programs in Maryland. (*local jurisdictions*).

Schedule: July 1, 2015 - June 30, 2016

B. DC, MARYLAND, AND VIRGINIA PROGRAM ADMINISTRATION

This project task includes the management and monitoring of pass-thru funding by COG/TPB staff to local sales jurisdictions in DC and Maryland for contract compliance. It also includes support to DC and Maryland jurisdictions, consultants, or TMA staff in implementing voluntary transportation demand management strategies at private and/or non-profit sector employment sites. This task involves the review and approval of an annual Scope of Work by COG/TPB staff for each of the Maryland sales jurisdictions and day to day contract management. This task also includes COG/TPB staff support for updating and printing employer specific regional employer-based marketing materials as well as providing training opportunities.

Cost Estimate: \$103,323

Products:

Electronic and printed updates of customized sales portfolio materials, employer specific regional marketing materials (General Commuter Connections brochure, Alternative Work Schedules brochure, Emergency Commute Preparedness brochure, Live Near Your Work brochure, LEED brochure, Climate Change brochure), and case studies for DC, Maryland and Virginia. (*COG/TPB staff*)

Services:

Sales training offered for sales and service representatives in the region for DC, Maryland and

Virginia. (COG/TPB staff/sales training professionals).

Oversight to local sales jurisdictions in DC and Maryland to implement voluntary transportation demand management strategies at private sector employment sites. (COG/TPB staff)

Bi-annual sales support conference calls to DC and Maryland jurisdictions. Employer site visits by COG/TPB staff as requested or needed by DC and Maryland jurisdictions. (COG/TPB staff)

Staff the regional Employer Outreach Committee for DC, Maryland and Virginia. (COG/TPB staff)

Schedule: July 1, 2015 - June 30, 2016

Oversight: Employer Outreach Committee

- Provide input and feedback on administrative items such as training, employer-based collateral materials, and case studies.

VI. GUARANTEED RIDE HOME BALTIMORE

A regional Guaranteed Ride Home (GRH) program was implemented in the Baltimore metropolitan region and in St. Mary's County beginning in FY 2011. The GRH Baltimore program will help to eliminate a major barrier to using transit, carpooling, vanpooling, bicycling or walking to work. Studies have shown that a commuter's fear of being "stranded" at work if they or a family member become ill, or if they must work unexpected overtime, is one of the most compelling reasons commuters do not rideshare or use transit to travel to work. The GRH Baltimore program eliminates this barrier by providing a free ride home in the event of an unexpected personal emergency or unscheduled overtime.

The GRH Baltimore is similar to the Washington metropolitan region's GRH program in offering a free ride home to commuters that carpool, vanpool, use transit, bicycle, or walk to work at least two days per work week. As a result of the GRH program, some single occupant vehicle drivers will switch to a ridesharing or transit commuting alternatives, and current ridesharing and transit users will increase the usage of these alternative commute modes. The program will be able to demonstrate both transportation and emission impacts that could be used as part of the Baltimore region's air quality conformity process. The GRH program is an insurance program for those commuters who do not drive alone to their worksite.

The budget for the Guaranteed Ride Home program includes two projects outlined below, and with a budget of \$170,000.

A. GENERAL OPERATIONS AND MAINTENANCE

Commuter Connections staff at the Metropolitan Washington Council of Governments (COG) will process all GRH applications received by mail, fax, and the Commuter Connections Web site. Using the GRH software system, COG registers qualifying applicants, produces GRH registration ID cards, and sends ID card and participation guidelines to new registrants. Commuters can obtain information about the GRH program and complete an application on the Commuter Connections Web site, www.commuterconnections.org. Commuters may also call COG's Commuter Connections 800 telephone number, 1-800-745-RIDE, to ask questions about the GRH program and/or request information and an application. The 800 number is equipped with a menu so that callers can choose the menu item that best fits their needs. All GRH questions and requests for information and applications are taken by COG/TPB staff.

COG staff also mails GRH applications to GRH users who have used the GRH program without formally registering. GRH guidelines permit a commuter to use the GRH service one time as a "one-time exception" before they register. Also, COG staff mails transit vouchers to GRH users who used transit as part of their GRH trip. All vouchers and invoices from transportation service providers are processed by COG staff.

In the event the commuter has not supplied their e-mail address, COG/TPB staff mails a re-registration notice to commuters who could not be contacted by telephone. The notice contains an application which the commuter can complete and send to COG to re-register. The commuter can also call Commuter Connections or visit the Commuter Connections Web site to re-register.

COG/TPB staff will assist the Commuter Connections Subcommittee in reviewing the GRH participation guidelines for any recommended changes. These recommendations will be presented to the Commuter Connections Subcommittee for their final review and approval. In the past, recommendations have been made to modify and add participation guidelines to better convey the GRH trip authorization, GRH re-registration, and one-time exception rules and restrictions.

COG/TPB staff will respond to the general public and to GRH applicants for registrations and re-registrations to the program. Registered commuters will be notified when their GRH registration is about to expire. Staff will continue to prepare and send new and re-registration GRH ID cards, registration letters, and participation guidelines on a weekly basis. Staff will also continue to monitor and maintain the GRH applicant database and server. COG/TPB staff will continue to update and maintain program participation guidelines, and provide annual customer service training to the daily operations contractor and COG/TPB staff assigned to the project.

During FY 2016, data collection activities will continue for a GRH Baltimore Customer satisfaction survey. The purpose of the survey will be to gauge the level of satisfaction from those who have used the program. A report will be developed and finalized from

the FY 2015 data collected.

In addition, COG/TPB staff will also be updating the survey instrument design for the in-depth Guaranteed Ride Home (GRH) Baltimore Region and St. Mary's County Applicant survey. This survey is conducted every three years to assess the mode shift changes of GRH program applicants. Data collected will be used to determine transportation and emission impacts of the program. A survey report will be prepared and released by June 2016.

Cost Estimate: **\$56,427**

Consultant Costs as Part of Estimate:
(TDM Evaluation Project Consultant) \$17,500

**Direct Costs (Telephone, Copies, etc) as part
Of Estimate:** \$ 3,465

Products: GRH new and re-registration ID cards and registration letters
(COG/TPB staff)

GRH Participation Guidelines (COG/TPB Staff)

Final 2015 GRH Customer Satisfaction Survey Report. (COG/TPB
staff).

2016 GRH Baltimore In-Depth Applicant Survey and draft report.
(COG/TPB staff in conjunction with consultant).

Services: Process application requests from the general public for registration
and re-registration to the program. (COG/TPB Staff)

Notify commuters when registration is about to expire. (COG/TPB
staff)

Monitor and update GRH applicant database. (COG/TPB staff)

Schedule: July 1, 2015 – June 30, 2016

2015 GRH Customer Satisfaction Survey Report: November 2015

2016 In-Depth GRH Baltimore Applicant Draft Survey Report: June
2016

Oversight: Commuter Connections Subcommittee

- Provide input and feedback on GRH program participation guidelines and policies.

B. PROCESS TRIP REQUESTS AND PROVIDE TRIPS

GRH transportation service will be provided by several taxi companies, a rental car company, and a paratransit company, all under contract with COG. Commuters make their GRH trip request through a menu option provided on COG’s Commuter Connections 800 telephone number. This menu option transfers calls for GRH trips directly to an operations contractor. This contractor reviews and assesses the trip request and approves or denies the request based on the GRH Participation Guidelines. The contractor then arranges the approved trips with the appropriate transportation contractor.

The operations contractor contacts, by telephone, GRH registrants without e-mail addresses whose registration is near expiration and re-registers the qualifying commuters. While the system of calling commuters has been successful, many messages left on commuters’ voice mail are not returned. In such cases, re-registration is facilitated by COG staff as described in the previous section.

COG/TPB staff will continue management and monitoring of contract services for day-to-day operations services. Day to day operations include confirming ride request eligibility, dispatching rides through the ride service providers, tracking ride requests in the GRH database, processing invoices for payment for ride service providers, the daily operations contractor and for the general public for transit vouchers.

Customer service training will be provided to all Guaranteed Ride Home call center agents.

Cost Estimate: \$113,573

Consultant/ Contractor Costs as Part of Estimate:

(Daily Operations):	\$41,500
(Cab and Car Rental Companies)	\$59,187

Services: Process GRH trip requests, approve/deny requests, and arrange rides. *(Daily Operations Contractor)*

Management and monitoring of contract services for day-to-day operations, and ride service providers. This includes processing invoices for payment for contractors and for the general public for transit vouchers. *(COG/TPB staff)*

Provide GRH Rides (*Cab and Car rental Companies*)

Schedule: July 1, 2015 – June 30, 2016

Oversight: Commuter Connections Subcommittee

- Provide input and feedback on GRH program participation guidelines and policies.

ITEM 10 - Action

March 18, 2015

Approval of an Amendment to the FY 2015-2020 TIP
that is Exempt from the Air Quality Conformity Requirement
to Update Projects and Funding in the District of Columbia
Section of the FY 2015-2020 TIP

Staff

Recommendation: Adopt Resolution R19-2015 to approve an amendment to update projects and funding in the District of Columbia section of the FY 2015-2020 TIP.

Issues: None

Background: At the February 18 meeting notice was provided that the District Department of Transportation (DDOT) has requested an amendment to update projects and funding in the District section of the FY 2015-2020 TIP.

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION ON AN AMENDMENT TO
THE FY 2015-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS
EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE
PROJECT AND FUNDING UPDATES FOR THE DISTRICT OF COLUMBIA SECTION,
AS REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on October 15, 2014 the TPB adopted the FY 2015-2020 TIP; and

WHEREAS, the TIP is available online at www.mwcog.org/clrp/tip/ in both a searchable database and PDF formats and is updated as necessary to reflect amendments and administrative modifications; and

WHEREAS, notice was provided at the TPB Citizens Advisory Committee (CAC) meeting on February 12, 2015 that DDOT had requested an amendment to the FY 2015-2020 TIP to comprehensively update project and funding information in the District of Columbia section to be consistent with the District's Obligation Plan, as described in the attached materials; and

WHEREAS, copies of the proposed TIP update document were available at the February 18 and March 18 TPB meetings and on the web at www.mwcog.org/TIP/DDOT; and

WHEREAS, the proposed changes are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, *Federal Register*;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board amends the FY 2015-2020 TIP to comprehensively update project and funding information in the District of Columbia section, as described in the attached materials.

Government of the District of Columbia
Department of Transportation



d. Policy, Planning and Sustainability Administration

February 11, 2015

The Honorable Phil Mendelson, Chairperson
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street N.E., Suite 300
Washington, DC 20002-4290

Dear Chairman Mendelson,

The District Department of Transportation (DDOT) requests that the FY 2015-2020 Transportation Improvement Program (TIP) be amended to include the District's updated Obligation Plan.

The Obligation Plan is a seven-year plan for obligating (initiating) projects. DDOT updates its Obligation Plan annually. The proposed amendment will update the District's element of the FY 2015-2020 TIP with project information and additional funding for the FY 2015-2020 program years as reflected in DDOT's most recently approved Obligation Plan.

We appreciate your cooperation in this matter. Should you have questions regarding this amendment, please contact Mark Rawlings at (202) 671-2234 or by e-mail at mark.rawlings@dc.gov. Of course, feel free to contact me directly.

Sincerely,

Samuel Zimbabwe
Associate Director, Policy, Planning, and Sustainability Administration (PPSA)

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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Interstate

11th Street Bridges and Interchange Reconstruction

TIP ID: 3193	Agency ID: CD056A	Title: 11th Street Bridges SE, Replace and Reconfigure	Total Cost:		\$37,500
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Facility: 11th Street Bridge and Interchan	NHPP	80/20/0	22,500 c	7,000 c	5,000 c					12,000
From:										
To:										Total Funds: 12,000

Description: To replace existing structure with new structures and provide direct access from I-295 to Downtown DC (via I-395).

TIP ID: 5554	Agency ID: HTF02A	Title: Garvee Bond Debt Service	Total Cost:		\$82,390
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Facility:	NHPP	80/20/0	11,763 c	11,768 c	11,770 c	11,774 c	11,772 c	11,771 c	11,771 c	70,626
From:										
To:										Total Funds: 70,626

Description: This project consist of rehabilitation of existing deck, steel beams.

Rehabilitation of I-395 HOV Bridge over Potomac River

TIP ID: 6187	Agency ID: MRR27A	Title: Rehabilitation of I-395 HOV Bridge over Potomac River	Total Cost:		\$39,250
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Facility: I-395 HOV	NHPP	80/20/0	750 a					38,500 c	38,500	
From: Over Potomac River										
To: Over Potomac River										Total Funds: 38,500

Description: Repair extensive pier cracking, superstructure and substructure rehabilitation.

Rehabilitation of I-66 Ramp to Whitehurst Freeway over Potomac Pkwy and Rock Creek (Bridge No.1303)

TIP ID: 6416	Agency ID:	Title: Rehabilitation of I-66 Ramp to Whitehurst Freeway over Potomac Pkwy and Rock Creek (Total Cost:		\$6,000
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Facility: I-66 Ramp to Whitehurst Freeway over Pot	NHPP	80/20/0					1,000 a	5,000 c	6,000	
From: I-66 Ramp										
To: Whitehurst Freeway over Potomac Pkwy and										Total Funds: 6,000

Description: Rehabilitation of the concrete substructures and superstructure and other related miscellaneous repairs of I-66 Ramp to Whitehurst Freeway over Potomac Pkwy and Rock Creek (Bridge No. 1303).

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
Return to L'Enfant										
TIP ID: 5718 Agency ID:		Title: Return to L'Enfant						Total Cost:		\$27,000
Facility: I Center Leg Freeway	PRIV	0/0/0	12,000 a	50,000 c	50,000 c				100,000	
From: Massachusetts Avenue, NW			100,000 c							
To: E St., NW (Between 2nd & 3rd)										
									Total Funds: 100,000	

Description: This project is intended to accommodate planned growth with maintaining the functionality of the local and regional transportation system, enhance vehicular, pedestrian, and bicycle connection around and across the freeway. Support the full development potential and re-establish the L'Enfant Plan street grid. In addition to an EA, the project will require an Interstate Modification Report (IMR). The implementation of this project will be privately funded.

- a. Transfer excess right of way to a developer (Mass Ave, E Street, 2nd Street, and 3rd Street; exclusive of F Street and G Street).
- b. Eliminate the SB entrance ramp from 3rd Street to I-395 and exit ramp to 3rd Street to I-39. SB access will be maintained via entrance ramp and portal located on Massachusetts Avenue.
- c. Re-align NB 2nd Street ramp.
- d. Re-establish F Street and G Street between 2nd Street and 3rd Street.

Primary										
Anacostia Waterfront Initiative										
TIP ID: 5957 Agency ID: AW0, EW002C		Title: Pennsylvania Ave/Potomac Circle						Total Cost:		\$5,750
Facility: Pennsylvania Ave and Potomac Circle	HSIP	80/20/0	1,000 a	4,750 c					5,750	
From:										
To:										
									Total Funds: 5,750	

Description: Convert the former I-695 freeway into Southeast Boulevard and to reconfigure Barney Circle to provide at grade access and neighborhood connectivity to the waterfront. Improve pedestrian and bicycle access to the Sousa Bridge and along proposed Southeast Boulevard to the 11th Street Bridges.

Pedestrian and Bicycle Safety improvements including reconfiguration of the Pennsylvania Ave/Potomac Avenue intersection, new signals and crosswalks and improvement access to the Potomac Metro station.

TIP ID: 5723 Agency ID: AW027A		Title: St. Elizabeths Campuses Access Improvements						Total Cost:		\$108,980
Facility:	GSA Earmark	80/20/0	6,420 a	2,440 a	31,420 c	24,800 c			108,980	
From:				43,900 c						
To:										
									Total Funds: 108,980	

Description: Multimodal transportation improvements to accommodate the DHS consolidation at ST. Elizabeths East and West Campuses, and other nearby development. West Campus project will improve access and transportation flow in and around the area. Improvements include I-295 interchange reconfigurations, roadway, safety, ITS and operational improvements to nearby streets. Project details include:

- a. I-295 interchange reconfigurations – I-295/Malcolm X Ave., I-295/South Capitol St.; Malcolm X Ave. east and west of I-295- (PE)
- b. Roadway infrastructure in and around the two campuses – 13th St., Sycamore St., Dogwood St., Pecan St. Cypress St., and West Campus Access Rd. - (PE)
- c. MLK Ave, Malcolm X Ave., Firth Sterling, Alabama Ave. - (PE)

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
TIP ID: 5802 Agency ID: CD044A Title: Program Manager AWI Total Cost: \$52,500									

Facility: Citywide	NHPP	80/20/0	7,500 a	7,500 a	7,500 a	7,000 a	6,500 a	6,000 a	5,500 a	40,000
From:										
To:	Total Funds: 40,000									

Description: Consultant services to supplement the NEPA process and implement design and construction of the AWI corridors. Work includes surveys; geotechnical and environmental investigation and testing preliminary ;roadway and bridge design and CE services during construction. Funding will be used for construction oversight and consultant services.

TIP ID: 3290 Agency ID: SR049A Title: Reconstruction of Kenilworth Avenue, NE Total Cost: \$13,050								
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Facility: Kenilworth Ave, NE	NHPP	80/20/0				13,050 c				13,050
From: East Capitol St Ramp										
To: Rail Over Pass north of Benning Rd	NHS	80/20/0	750 a							
									Total Funds: 13,050	

Description: Design of Kenilworth Ave/I295 from East Capitol Street, NE to Penn Rail Road Bridge over pass is a total reconstruction project. The length of the project is about 2,600 both directions. The design project will include upgrade of the existing curb and gutter, replace existing fences, remove the existing temporary Jersey Barriers and replace with permanent Jersey Barriers and address the current hydraulic problem.

South Capitol Street

TIP ID: 6038 Agency ID: Title: Garvee Debt Service Total Cost:								
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Facility:	NHPP	80/20/0				12,320 c	18,030 c	18,030 c	18,030 c	66,410
From:										
To:	Total Funds: 66,410									

Description: DDOT will use future FHWA annual allocations to pay service on the bonds.

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
TIP ID: 3423 Agency ID: AW011, AW024 Title: South Capitol Street Corridor									Total Cost: \$554,172
Facility: DC	0/100/0			51,438 c	34,420 c	4,294 c	24,303 c		114,455
From: N St, MLK Ave, Suitland Pkwy, Memorial Bri									
To: DEMO	80/20/0	36,018 c	43,350 c	7,600 c					50,950
	GARVEE	80/20/0			48,690 c	84,270 c	76,330 c		209,290
	NHPP	80/20/0				22,320 c	22,320 c	22,320 c	66,960
Total Funds:									441,655

Description: Redevelopment of the South Capitol Street corridor is a part of the Anacostia Waterfront Initiative. Concept plans for the replacement of the Frederick Douglas Memorial Bridge are under development as part of the EIS currently being prepared for the corridor.

- a. New Frederick Douglass Memorial Bridge: Full replacement and realignment of the Frederick Douglass Memorial Bridge.
- b. Reconfigure the interchange at Suitland Parkway and I-295: The improvements include the removal of existing cloverleaf ramps at the interchange, replacing them with a diamond interchange. The diamond interchange will include two at-grade signalized intersections, one at the I-295 northbound ramps and the other at I-295 southbound ramps.
- c. Reconfigure the interchange at Martin Luther King Jr. Ave. and Suitland Parkway. The existing MLK Jr. Bridge over Suitland Parkway will be replaced and a center ramp signalized interchange will be created to allow full movements to and from Suitland Parkway to MLK Jr. Ave.
- d. Boulevard streetscape treatments along South Capitol Street from between N Street and the SE/SW Freeway. In this segment, South Capitol Street will be rebuilt as a six-lane boulevard divided by a landscaped median.
- e. New Jersey Avenue Streetscape improvements: The streetscape concept will restore a consistent design to the avenue between the SE-SW Freeway and M Street SE.

Secondary

Columbia Road NW, Reconstruction 16th to 18th Streets and Resurface 18th Street to Conn Ave

TIP ID: 6189 Agency ID: MRR24A Title: Columbia Road, NW, Reconstruction 16th to 18th Streets and Resurface 18th Street to C	Total Cost: \$1,000
Facility: Columbia Road, NW	STP 80/20/0 1,000 a 1,000
From: 16th Street, NW	
To: Connecticut Ave, NW	Total Funds: 1,000

Description: Pavement reconstruction from 16th to 18th Street to remove old streetcar tracks and Resurface from 18th Street to Connecticut Ave. Improve curb and gutter, sidewalk, streetlight, traffic signals, upgrade ADA ramps, drainage catch basins, add LID's, median planter and replace trees.

Florida Avenue Transportation Study

TIP ID: 6195 Agency ID: ZU033A Title: Florida Avenue Transportation Study	Total Cost: \$12,000
Facility: Florida Avenue, NE	STP 80/20/0 1,000 a 1,000
From: 1St Street, NE	
To: H Street, NE	Total Funds: 1,000

Description: Implementation of Florida Avenue Transportation Study recommendations, which may include reconstruction of Florida Ave from Benning Rd to New York Ave, safety improvements and streetscape upgrades.

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
Maryland Avenue Pedestrian Safety Project										
TIP ID: 6014 Agency ID: SR088A		Title: Maryland Avenue NE Road Diet					Total Cost:		\$3,600	
Facility: Maryland Ave. NE	STP	80/20/0	300 a		3,300 c				3,600	
From: 2nd Street NE									Total Funds:	3,600
To: 15th Street NE										
Description: To improve pedestrian safety on Maryland Avenue from 2nd Street to 15th Street NE.										

Mid City East										
TIP ID: 6184 Agency ID: OSS14A		Title: Mid City East					Total Cost:		\$3,000	
Facility: Eckington, Bloomingdale, LeDroit, Hannover	STP	80/20/0	500 d		2,500 c				3,000	
From: Eckington									Total Funds:	3,000
To: Shaw										
Description: The Mid City East Livability Study seeks to improve physical connectivity among the neighborhoods of Mid City East and their connections to the opportunities and assets of the larger city. Local transportation networks are envisioned as safe and comfortable for travelers of all ages and abilities, contributing to the health of the community and environment and celebrating local identity. The study covers the neighborhoods of Eckington, Bloomingdale, LeDroit, Hannover-Bates, and parts of Shaw.										

Neighborhood Roadside Improvements										
TIP ID: 5295 Agency ID: SR071A, SR07		Title: Capitol Hill Transportation Study Infrastructure Improvements					Total Cost:		\$8,000	
Facility: 17th Street Corridor	STP	80/20/0	5,850 c	8,000 c					8,000	
From:									Total Funds:	8,000
To:										
Description: The project includes the design and/or construction of infrastructure improvements recommended in the Capitol Hill Transportation Study. The improvements aim to enhance pedestrian and vehicle safety, traffic calming, neighborhood circulation and access at select intersections and streets throughout Capitol Hill. Review of Capitol Hill Study recommendation to address today's safety and transportation issues along this corridor. A. Capitol Hill Infrastructure Improvements, 17th St										

Reconstruction of 18th Street, NW from Virginia Ave to Connecticut Ave/M Street										
TIP ID: 6412 Agency ID:		Title: Reconstruction of 18th Street, NW from Virginia Ave to Connecticut Ave/M Street					Total Cost:		\$1,000	
Facility: 18th Street NW	STP	80/20/0			1,000 a				1,000	
From: Virginia Ave NW									Total Funds:	1,000
To: M Street NW										
Description: Pavement reconstruction including improvement of curb and gutter, sidewalk, streetlight, traffic signals upgrade ADA ramps, drainage catch basins, LID's, and replace trees.										

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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Bike/Ped

District-wide Bicycle and Pedestrian Management Program

TIP ID: 3232	Agency ID: CM064A, ZU0	Title: Bicycle and Pedestrian Management Program	Total Cost:						
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Facility: Citywide	CMAQ	80/20/0	2,935 c	250 a	165 c	1,165 c	605 c	165 c	165 c	2,680
From:				165 c						
To:										
Total Funds:										2,680

Description: The goal of this project is to increase the safety and convenience of bicycle and pedestrian travel. It includes the widening of existing routes, curve realignment, grade reduction, and signage and lighting upgrades. Included in the Bicycle and Pedestrian Management Program is:

- a. Bicycle Parking Racks
- b. Bicycle Lanes and Signs (mark dedicated bicycle lanes, including signage)
- c. BIKE_Capital Bikeshare (CaBi)

East Capitol Street Pedestrian Safety Project

TIP ID: 6315	Agency ID: SR086A	Title: East Capitol Street Corridor Mobility & Safety Plan	Total Cost:							\$3,800
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Facility: Street	STP	80/20/0		400 a				3,300 c		3,700
From:										
To:										
Total Funds:										3,700

Description: Design and Construct pedestrian safety and traffic operations improvements

Metropolitan Branch Trail

TIP ID: 3228	Agency ID: AF073A, ZU024	Title: Metropolitan Branch Trail	Total Cost:							\$7,432
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Facility: Union Station District Line	CMAQ	80/20/0	400 a		5,500 c					5,500
From:										
To:	DEMO	80/20/0	732 a	500 a						1,700
				1,200 c						
Total Funds:										7,200

Description: The Metropolitan Branch Trail project will provide a 6.25-mile bicycle/pedestrian trail from Union Station north to the District Line along the railroad right-of-way. This trail will connect at the District line with a route continuing into Silver Spring MD. This project is intended to serve both recreational users and commuters to meet Transportation Control Measures (TCMs) and air quality objectives.

- a. L & M St.
- b. Ft. Totten

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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National Recreational Trails

TIP ID: 2796	Agency ID: AF066A	Title: National Recreational Trails	Total Cost:						\$2,100
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Facility: Citywide	NRT	80/20/0	1,125 a	300 a	300 a	300 a	300 a	300 a	300 a	1,800
From:										
To:	Total Funds: 1,800									

Description: Programs associated with the Recreational Trails Program – a program established to develop and maintain recreational trails and trail-related facilities. Mostly small projects; often grants to local groups.

Through the D.C. Recreational Trails Program Advisory Committee, the Department of Transportation will provide or grant funding to non-profits to provide the following services for District trails: maintain and restore existing trails; develop and rehabilitate trailside and trailhead facilities and trail linkages; purchase and lease trail construction and maintenance equipment; construct new trails; acquire easements or property for trails; assess trail conditions for accessibility and maintenance; develop and disseminate publications and operate educational programs to promote safety and environmental protection related to trails (including supporting non-law enforcement trail safety and trail use monitoring patrol programs, and providing trail-related training).

TIP ID: 6243	Agency ID: ZU009A	Title: Suitland Parkway Trail Rehabilitation	Total Cost:						\$3,600
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Facility: paved mulit-use trail	NRT	80/20/0	300 a	100 a	3,300 c					3,400
From:										
To:	Total Funds: 3,400									

Description: Rehabilitate the Suitland Parkway Trail

TIP ID: 6230	Agency ID: ZU010A	Title: New York Avenue Trail	Total Cost:						\$3,600
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Facility: Paved trail/sidewalk	CMAQ	80/20/0	400 a	300 a	3,300 c					3,600
From:										
To:	Total Funds: 3,600									

Description: Design and build a new trail along New York Avenue NE.

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source		Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
Oxon Run Trail Restoration											
TIP ID: 2780	Agency ID: AF089A	Title: Oxon Run Trail Restoration							Total Cost:	\$12,500	
Facility:	NRT	80/20/0	488 a	150 a						150	
From:											
To:	STP	80/20/0		9,650 c						9,650	
Total Funds:										9,800	

Description: The purpose of this project is to improve access within Oxon Run Park and the non-motorized network connections to surrounding destinations by rehabilitation the existing trails, as well as extending the trail network. The park is a central open space area within Southeast D.C. with miles of disconnected existing trails in degraded condition. The trail will be an important non-motorized Study Area. Alabama Ave, Southern Ave, 4th St, 1st St, South Capitol St, Mississippi Ave, Stanton Rd, Overlook Ave, Martin Luther King Jr Ave, Branch Ave, 6th St, Good Hope Rd, Atlantic St, Wheeler Rd, Naylor Rd, 23rd St, 2nd St, Morris Rd, Howard Rd, Malcolm X Ave, 25th St, Shepherd Pky, W St, Pennsylvania Ave, Blue Plains Dr, 27th St, 38th St, Chesapeake St, Galve ston St, V St, 13th St, Naylor Rd, Southern Ave, 295, 95, 210, 414, 5, Oxon Run Trail, Proposed South Capitol St Trail, Other Existing Trails, Other Proposed Trails, Metro 0 0.5 1 2 ,Park Area Miles, Maryland Blue Plains, Water Treatment Facility, NAVY Annex, Bolling Air Force Base, Oxon Run Park, Oxon Run Trail Context Map, District of Columbia Bald Eagle Recreation Center, St. Elizabeths Campus, Eastover Plaza, Town of Forest Heights MD, DC Village, Congress Heights, Oxon Cove Park, Suitland Parkway, Bell Acres Park(MNCPPC), Audrey Ln, Southern Ave ,To Points North In Maryland, To Points South In Maryland, The ARC ,South Capitol St, To Points North in Washington, Naylor Road, National Harbor, Bellvue Neighborhood, Anacostia, National Airport, City of Alexandria, Figure 1: Oxon Run trail context map 5 transportation route providing direct access from Southeast D.C. neighborhoods near the Southern Avenue metro station to the Bald Eagle Recreational Center in the Bellevue neighborhood, and Oxon Cove Park/Oxon Hill Farm, which connects to National Harbor in Maryland. The trail network will eventually connect to the D.C. Village development area, S. Capitol Street, neighborhoods adjacent to the Anacostia River, and downtown Washington D.C.

Rock Creek Park Trail											
TIP ID: 3230	Agency ID: AF005A	Title: Rock Creek Park Trail							Total Cost:	\$8,550	
Facility:	M Street to Beach Drive	CMAQ	80/20/0	3,000 c	5,050 c					8,050	
From:	Piney Branch Pkwy										
To:	16th Street	DEMO	80/20/0	500 a							
Total Funds:										8,050	

Description: Rehabilitate the paved trail in Rock Creek Park including selected widening, resurfacing, new connections, and a new bridge south of the Zoo tunnel. Retaining wall repair on Piney Branch.

Safe Routes to School											
TIP ID: 2888	Agency ID: CM086A	Title: Safe Routes to School							Total Cost:	\$10,406	
Facility:	Safe Routes to School	SRTS	100/0/0	4,651 c	1,151 c	1,151 c	1,151 c	1,151 c	1,151 c	1,151 c	6,906
From:											
To:											
Total Funds:										6,906	

Description: To enable and encourage children, including those with disabilities, to walk and bicycle to school, to make walking and bicycling to school safe and more appealing, and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

Increase walking and bicycling to school and associated safety through planning, engineering, education, and enforcement.

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
South Capitol Street Trail										
TIP ID: 6114 Agency ID: ZUT10C Title: South Capitol Street Trail			Total Cost:							
Facility: CMAQ	80/20/0	700 a			7,700 c				7,700	
From:									Total Funds:	7,700
To:										
Description: Design and construct a paved bicycle and pedestrian trail along South Capitol Street based on the 2010 concept plan.										

Bridge										
Anacostia Freeway Bridges over Nicholson Street SE										
TIP ID: 6082 Agency ID: MRR15A Title: Anacostia Freeway Bridges over Nicholson Street SE (Bridges #1001, 1002)			Total Cost: \$8,000							
Facility: Anacostia Freeway Bridges at Nicholson	NHPP	80/20/0	1,000 a		9,500 c				9,500	
From:									Total Funds:	9,500
To:										
Description: Rehabilitation of subject bridges to eliminate all deficiencies and to make the facility safe for the traveling public. Two bridges are structually deficient and must be rehabilitated under the requirements of MAP21.										

H Street Bridge over Amtrak										
TIP ID: 6039 Agency ID: CD054A Title: H Street Bridge over Railroad			Total Cost: \$22,750							
Facility: H Street NE	NHPP	80/20/0	500 a			4,250 c	6,500 c	12,000 c	22,750	
From: Norht Capitol Street									Total Funds:	22,750
To: 3rd Street NE										
Description: Conduct environmental assessments. Prepare concept designs, design plans and specifications and construct documents for bridge replacement/rehabilitation. Includes work on the H Street NE Bridge from North Capitol St. to 3rd St. NE.										

Long Bridge Study									
TIP ID: 5711 Agency ID: MRR08A Title: Long Bridge Study			Total Cost: \$588,000						
Facility: Long Bridge	ARRA	100/0/0	1,700 d						
From: Virginia Interface	ARRA/TIGER	100/0/0		5,000 a					5,000
To: 12th Street, SW	PRIV	0/0/0	5,100 d						
								Total Funds:	5,000
Description: The Long Bridge is a two-track railroad bridge owned and maintained by CSX. The project is to look at the bridge's structural, capacity, and operational needs for to accommodate freight, passenger, and multi-modal connectivity.									

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
Monroe Street, NE Bridge over CSX & WMATA										
TIP ID: 6197 Agency ID: MRR26A		Title: Monroe Street, NE Bridge over CSX & WMATA						Total Cost:		\$22,400
Facility: Monroe Street Bridge	NHPP	80/20/0	1,700 a					20,700 c	20,700	
From:									Total Funds: 20,700	
To:										

Description: Existing Monroe Street Bridge over Metro tracks is in poor condition. This project is for the Bridge replacement.

Rehabilitation of 14th Street, SW Bridge over Streetcar Terminal										
TIP ID: 6426 Agency ID:		Title: Rehabilitation of 14th Street, SW Bridge over Streetcar Terminal						Total Cost:		\$6,000
Facility: 14 Street SW Bridge over Streetcar Terminal	NHPP	80/20/0	500 a		5,500 c				6,000	
From:									Total Funds: 6,000	
To:										

Description: Rehabilitation of the concrete substructures and superstructure and other related miscellaneous repairs.

Rehabilitation of 16th St Bridge over Piney Branch Rd, NW (Bridge No. 0022)										
TIP ID: 6418 Agency ID:		Title: Rehabilitation of 16th St Bridge over Piney Branch Rd. NW (Bridge No. 0022)						Total Cost:		\$10,000
Facility: 16th St Bridge NW over Piney Branch Rd. N	NHPP	80/20/0	1,000 a						1,000	
From:									Total Funds: 1,000	
To:										

Description: Rehabilitation of 16th Street Bridge over Piney Branch Parkway, NW, Bridge No. 0022, to include deck repair, utility replacement to preserve the integrity and extend the life of the masonry and reinforced concrete arch superstructure. Completion of the interior safety walkways, and railings

Rehabilitation of K Street NW Bridge, over Whitehurst Freeway Ramp (Bridge No. 1304)										
TIP ID: 6417 Agency ID:		Title: Rehabilitation of K Street NW Bridge, over Whitehurst Freeway Ramp (Bridge No. 1304)						Total Cost:		\$7,000
Facility: K Street Bridge over Whitehurst Freeway Ra	NHPP	80/20/0		1,000 a				6,000 c	7,000	
From:									Total Funds: 7,000	
To:										

Description: Rehabilitation of the concrete substructures and superstructure and other related miscellaneous repairs on K Street NW Bridge, over Whitehurst Freeway Ramp (Bridge No. 1304).

Roadway and Bridge Improvement on Southern Avenue and Winkle Doodle Branch Bridge										
TIP ID: 5353 Agency ID: ED028A		Title: Roadway and Bridge Improvement on Southern Avenue and Bridge #64 (over Winkle Do						Total Cost:		\$19,100
Facility: Southern Avenue	STP	80/20/0	1,100 a	1,100 a	15,100 c				16,200	
From: South Capitol Street									Total Funds: 16,200	
To: 23rd Street										

Description: The purpose of this project is to identify solutions that improve the livability of the Southern Avenue corridor from South Capitol Street SE to 23rd Street SE.

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
Enhancement									
Transportation Enhancements Program									
TIP ID: 3210 Agency ID: AF049A Title: Transportation Alternatives Program									Total Cost: \$8,050

Facility: Citywide	STP	80/20/0	2,300 a	1,150 a	1,150 a	1,150 a	1,150 a	1,150 a	1,150 a	6,900
From:										
To:									Total Funds:	6,900

Description: The Transportation Enhancements program is federally funded through the Transportation Equity Act for the 21st Century (TEA-21). The program funds projects that aim to strengthen the cultural, aesthetic, and environmental aspects of the nation's intermodal transportation system. Categories include pedestrian and bicycle facilities, scenic and historic preservation, archeological research, and environmental mitigation of runoff pollution.

ITS									
Traffic Operations Improvements Citywide									
TIP ID: 3216 Agency ID: OSS07A, CI060 Title: Traffic Operations Improvements Citywide									Total Cost:

Facility:	DEMO	80/20/0	96 a							
From:										
To:	NHPP	80/20/0	428 c	437 c	437 c	477 c	477 c	477 c	477 c	2,782
	NHS	80/20/0	310 a							
	STP	80/20/0	2,700 a	1,000 a	1,000 a	1,000 a	1,000 a	1,000 a	1,000 a	56,700
			17,365 c	7,700 c	7,800 c	7,900 c	8,000 c	8,000 c	8,000 c	
			1,500 e	650 e	600 e	600 e	550 e	500 e	400 e	
									Total Funds:	59,482

Description: This project modifies and improves vehicular and pedestrian traffic control systems, such as traffic signals, channelization, signs, pavement markings, and other traffic control measures on and off the Federal-aid highway system. Includes installation of a variety of traffic engineering devices and construction of nominal geometric alterations. The project will preserve and promote the efficient use of existing city streets through changes in the organization of vehicular and pedestrian traffic flows. Projects include:

- a. ITS On Call Technical Support Services
- b. MATOC Annual Fee
- c. Traffic Management Center Operations
- d. Citywide Thermoplastic Pavement Markings
- e. Advanced Traffic Management System
- f. Infrastructure Information Technology Support Services

TIP ID: 6283 Agency ID: PM0A4A Title: Managed Lanes									Total Cost: \$21,309	
Facility: Rochambeau Bridge, I-395, SW/SE Freeway	NHPP	80/20/0	5,000 a	380 a	5,309 a					5,689
From:										
To:									Total Funds:	5,689

Description: The project is to perform a high level feasibility review to identify any potential flaws or major obstacles to completing the project as a public-private partnership (P3) and lay out the critical path to moving the project forward. Phase I: to include NEPA, design, and construction for Rochambeau Bridge. Phase II: to include NEPA, design, and construction for the SE/SW Freeway. Phase III: to include NEPA, design, and construction of I-295.

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
Traffic Signal LED Replacement										
TIP ID: 6420 Agency ID: Title: Thomas Circle Tunnel Lights Conversion to LED Lights										Total Cost:
Facility: Thomas Circle Tunnel	STP	80/20/0		200 a						1,500
From:				1,300 c						
To:										
Total Funds:										1,500

Description: The objective of this project is to upgrade the existing condition of the tunnel lights and controller under the Thomas Circle Tunnel. The project includes replacing the existing lights with new LED lights, installing the new conduit system, and cables. This will be the first tunnel LED lighting conversion project.

TIP ID: 6115 Agency ID: CI040A Title: Traffic Signal LED Replacement										Total Cost: \$8,400
Facility:	NHPP	80/20/0	600 c	540 c	540 c	540 c	540 c	540 c	540 c	3,240
From:										
To:	STP	80/20/0	600 c	540 c	540 c	540 c	540 c	540 c	540 c	3,240
Total Funds:										6,480

Description: Replace traffic and pedestrian signal LED modules at all signalized intersections on the surface transportation systems.

Other										
Asset Condition Assessment										
TIP ID: 5323 Agency ID: MNT06A, SR09 Title: Condition Assessment										Total Cost:
Facility: citywide	DC	0/100/0	700 a							
From: citywide										
To:	STP	80/20/0	1,650 a	1,000 a	650 a	1,000 a	650 a	1,000 a	650 a	4,950
Total Funds:										4,950

Description: This project will be used to retain a vendor to perform data collection and analysis of DDOT's pavement conditions.

Cleveland Park Study										
TIP ID: 6193 Agency ID: PM0D7A Title: Cleveland Park Study										Total Cost:
Facility: Connecticut Ave. NW	NHPP	80/20/0		526 a		2,415 c				2,941
From: Porter Street NW										
To: Macomb Street NW										
Total Funds:										2,941

Description: Implementation of Cleveland Park study recommendations including Connecticut Avenue access lane and neighborhood parking supply, streetscape improvements and intersection reconfiguration at Porter/Quebec/Connecticut Ave NW.

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
Move DC Implementation										
TIP ID: 6185 Agency ID: ZU029A Title: MoveDC Implementation										Total Cost: \$1,500
Facility: Citywide	STP	80/20/0	1,000 d	500 d						500
From: Citywide										
To: Citywide										Total Funds: 500
Description: Advance studies on Tier 1 prioritized projects based on moveDC recommendations.										

Planning and Management Systems										
TIP ID: 3213 Agency ID: CAL16C, PM30 Title: Planning and Management Systems										Total Cost: \$49,033
Facility: Citywide	CMAQ	80/20/0	595 a	185 a	144 a	149 a	153 a	198 a	157 a	986
From:										
To:	HSIP	80/20/0		359 a	370 a	381 a	392 a	404 a	416 a	2,322
	SPR	80/20/0	5,800 a	6,800 a	7,000 a	6,500 a	7,000 a	6,500 a	7,000 a	40,800
	STP	80/20/0	3,653 a	3,205 a	2,980 a	3,080 a	2,280 a	2,380 a	2,130 a	16,055
										Total Funds: 60,163

- Description:
- a. ADA Ramps
 - b. Asset Inventory and ADA Compliance
 - c. Civil Rights/EEO Compliance Monitoring Program
 - d. Climate Change and Air Quality
 - e. Constructability and Work Zone Safety Review
 - f. DBE Support Services
 - g. District STIP Development
 - h. Environmental Management System
 - i. Metropolitan Planning
 - j. State Planning and Research Program
 - k. Boundary Stones
 - l. Research Development and Technology
 - m. Audit and Compliance

TIP ID: 5322 Agency ID: CM085A Title: Preventive Maintenance and Repair of Stormwater Pumping Stations										Total Cost: \$3,336
Facility:	CMAQ	80/20/0		500 a	550 a	600 a	650 a	700 a	750 a	3,750
From:										
To:	DC	0/100/0	303 a	266 a	274 a	282 a	336 a			1,158
										Total Funds: 4,908

Description: Maintain DDOT's environmental management system and update, as necessary, the DDOT Environmental Policy and Process manual. This project will also enable the review and processing of environmental documentation.

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
TIP ID: 3355 Agency ID: PM086A Title: Professional Capacity-Building Strategy									Total Cost: \$7,000
Facility: Citywide	STP	80/20/0	2,000 a	1,000 a	1,000 a	1,000 a	1,000 a	1,000 a	6,000
From:									Total Funds: 6,000
To:									
Description: This project provides training and educational experiences to build the technical capability and functional knowledge of DDOT employees to be a high-performing DDOT organization that will enhance community involvement and improve management's capacity.									

Rehabilitation of Anacostia Freeway Bridges over South Capitol Street (Bridge No. 1016 & 1017)									
TIP ID: 6097 Agency ID: MRR14A Title: Rehabilitation of Anacostia Freeway Bridges over South Capitol Street (Bridge No. 1016									Total Cost: \$21,000
Facility: Anacostia Freeway over South Capitol Street	NHPP	80/20/0	1,000 a				20,000 c		20,000
From:									Total Funds: 20,000
To:									
Description: Rehabilitation or replacement of subject bridges to eliminate all structural deficiencies and to make the facilities safe for the traveling public. The bridges are structurally deficient and must be rehabilitated under the requirements of MAP21.									

Roadside Improvements Citywide									
TIP ID: 5792 Agency ID: ED0C2A Title: C Street NE Implementation									Total Cost:
Facility: C Street/N. Carolina Avenue	STP	80/20/0		500 a			4,000 c		4,500
From: Oklahoma Avenue									Total Funds: 4,500
To: 14th Street NE									
Description: The C Street NE Traffic Calming project will slow traffic on the corridor by reducing at least one vehicular lane of traffic.									

Neighborhood Streetscape Improvements									
TIP ID: 5308 Agency ID: SR070A, ED07 Title: Neighborhood Streetscape Improvements									Total Cost: \$22,253
Facility:	NHPP	80/20/0		200 a					19,803
From:									19,603 c
To:									
	NHS	80/20/0	50 b						
			6,000 c						
	STP	80/20/0	450 a	2,650 c					2,650
			1,280 c						
									Total Funds: 22,453

Description: Improve sidewalks, curbs, gutters, trees, streetlights, traffic signals and trash receptacles. Projects include:
A. 14th Street Streetscape, Thomas Circle - Florida Ave
B. U St. NW Florida Ave. to 14th St.
C. Sheriff Road NE safety improvements from 43rd St. to 51st St.
D. Missouri Avenue, Kansas Avenue, Kennedy Street Intersection Improvements

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
TIP ID: 5791 Agency ID: SR085A Title: 16th Street Corridor Study & Operations Plan										Total Cost: \$3,000
Facility:	NHPP	80/20/0			2,000 a					2,000
From:										
To:	STP	80/20/0	300 a 300 d							
Total Funds:										2,000

Description: This project will evaluate the operations on 16th Street and develop a plan that optimally balances how different modes utilize the corridor. The work will need to assess the feasibility of removing the reversible lane on 16th Street between Florida Avenue and Arkansas Avenue, NW. Alternatives may include a median similar to that north of Arkansas Avenue, and/or a dedicated bus/bicycle lane along the corridor. This project is a follow up to the recommendations made in the Mount Pleasant and Columbia Heights Transportation Studies as well as the WMATA proposal to run express bus in dedicated lanes on 16th Street. The study should also provide design and alternatives for eastbound and westbound turning movements from the median into the Columbia Heights or Mount Pleasant neighborhoods.

Roadway Reconstruction Citywide										
TIP ID: 2965 Agency ID: SR060A MRR1 Title: Roadway Reconstruction Citywide										Total Cost: \$53,900
Facility: CITYWIDE	HSIP	90/10/0		1,000 a						13,500
From:				12,500 c						
To:	STP	80/20/0	1,760 a 8,000 c	1,300 a	21,100 c			18,000 c		40,400
Total Funds:										53,900

Description: This project reconstructs streets and highways on the Federal-aid highway system and other streets with poor pavement condition, drainage, or other reconstruction needs. Total roadway reconstruction is required when the highway pavement has reached the end of its useful life and can no longer be resurfaced. Streets must be reconstructed once the base deteriorates or the crown becomes too high, creating an undesirable slope from the center line to each curb. The scope of work includes the removal of deteriorated base and pavement, repairing the sub-base, replacing or reconstructing pavement and base within the roadway area and resetting or reconstructing curbs and sidewalks. Additional work includes the installation of wheelchair ramps, bicycle facilities, safety features and landscaping improvements. Projects Include:

- a. Oregon Ave. NW, Military Rd. to Western Ave.
- b. Rehabilitation of Broad Branch NW
- c. Canal Road NW, Chain Bridge to M St.
- d. New Jersey Ave., Mass Ave. to N St.

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
Safety Improvements									
TIP ID: 3212 Agency ID: CB0, CIO Title: Safety Improvements Citywide									Total Cost:
Facility: Citywide	HSIP	90/10/0	3,254 a	1,060 a	1,060 a	3,000 a	3,000 a	3,000 a	17,510
From:			1,563 c	565 c	565 c	565 c	565 c	565 c	
To:	SPR	80/20/0	220 a						
	STP	80/20/0	1,266 a	375 c	50 a	560 a	560 a	560 a	4,540
			1,542 c		375 c	375 c	375 c	375 c	
Total Funds:									22,050

Description: Safety improvements provide a safe traveling environment for vehicular traffic, pedestrians and bicycle circulation within the District on Federal-aid and local roads. Work includes elimination or relocation of roadside visual obstructions; elimination or relocation of roadside obstacles; skid resistance resurfacing; modifications to traffic channeling; median replacement; traffic signals, signs, and lighting upgrades; installation of pavement markings to eliminate or reduce accidents; and installation of safety fences at overhead structures. Safety improvements are systematically identified through analyses of accident records, inspections, surveys, and citizen requests. The District maintains an inventory of locations with the highest number of reported accidents. Funding identified to be obligated District-wide as projects are identified.

- a. City-Wide Traffic Safety
- b. CW Road Safety Audit Program
- c. Pavement Skid Testing
- d. Traffic Accident Reporting and Analysis System (TARAS)
- f. Traffic Safety Data Center at Howard University
- g. Traffic Safety Design Program - HSIP
- h. Traffic Safety Engineering Support Services
- i. Traffic Sign Inventory Upgrade
- j. Traffic Data Collection and Analysis Service

TIP ID: 6240 Agency ID: MRR01A Title: Safety and Geometric Improvements of I-295									Total Cost: \$11,500
Facility: I-295/DC-295	NHPP	80/20/0	1,500 a	2,000 a			2,500 c	6,500 c	11,000
From:									
To:									
Total Funds:									11,000

Description: Safety improvements and upgrades to SB Entrance and NB left exit ramps at Benning Road; Shoulder widening on DC 295 southbound between Benning Road and East Capitol Street; Safety improvements and upgrades to meet current design standards at southbound exit ramps to River Terrace and East Capitol Street; Safety improvements and upgrades to meet current design standards at the westbound Pennsylvania Avenue entrance and exit ramps.

Streetscape

TIP ID: 2922 Agency ID: ED064A Title: Great Streets - Minnesota Ave, NE									Total Cost: \$15,000
Facility: Minnesota Ave	STP	80/20/0	700 a	1,000 a		14,000 c			15,000
From: A Street, NE									
To: Sheriff Road, NE									
Total Funds:									15,000

Description: Reconstruction of Minnesota Avenue from A St., SE to Sheriff Rd., NE including LIDs, streetscape. Schedule is impacted by Benning Streetcar study. Project will be phased to mitigate impacts. Phase 1 will construct from A St. to just south of Benning Road; Phase 2 will follow when streetcar study produces direction as to track route.

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
TIP ID: 2743 Agency ID: ED0B1A Title: Great Streets - Pennsylvania Ave, SE									Total Cost:
Facility: Pennsylvania Ave. SE	NHPP	80/20/0	4,000 a	2,000 a					2,000
From: Sousa Bridge									
To: 27th St. SE (west of)									Total Funds: 2,000
Description: Conduct traffic assessments and provide public review and comment of proposed streetscape design elements. Conduct environmental assessments. Prepare concept designs, design plans and specifications; construct improvements to sidewalks, curbs, gutters, streets, and tree boxes; replace street trees; and install other streetscape elements. Construct facilities to improve reliability and safety of transit services, including transit lanes; provide bicycle lanes; and improve pedestrian circulation. Phase II will include work on Pennsylvania Ave. SE from the Sousa Bridge to west of 27th St. SE.									

Traffic Congestion Mitigation

TIP ID: 2945 Agency ID: CM074A Title: District TDM (goDCgo)									Total Cost: \$7,000
Facility: citywide	CMAQ	80/20/0	2,000 a	1,200 a	1,000 a	1,000 a	1,000 a	1,000 a	6,200
From:									
To:									Total Funds: 6,200
Description: Identify neighborhoods affected by traffic congestion impacts; determine the causes of traffic congestion; and identify alternative construction projects, traffic management strategies, and other transportation improvement strategies to reduce traffic congestion. Also, environmental studies will assess how the proposed construction projects or traffic management studies will impact air and water quality in the District of Columbia. Outreach to residents, employees and visitors about alternative transportation options to special events and attractions. Provide a multi-modal transportation information resource website (www.goDCgo.com). Create a commuter store that sells fare media and provides trip planning assistance. The project includes an annual District program and annual allocations.									

a. District TDM/goDCgo: Encourage sustainable travel by District residents, workers and visitors primarily through goDCgo brand. Includes employer outreach, bikeshare and circulator marketing, special events.

Traffic Signal Maintenance

TIP ID: 6423 Agency ID: Title: Security Audit for Traffic Signals and ITS Communication									Total Cost: \$150
Facility: Citywide	HSIP	90/10/0		150 a					150
From:									
To:									Total Funds: 150
Description: The project aim to make an inventory of the currebt traffic and networking infrastructure in DDOT taking into account the proposed upgrades to the system. Additionally this project will measure the impact of remote attackers into the system and recommend security measures to mitigate risk. The project aims to develop required measures ti secure newly proposed fiber optic systems and develop SOP in case of threats.									

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
TIP ID: 5347 Agency ID: CI046A, CI047 Title: Traffic Signal Maintenance NHPP-STP									Total Cost:	\$59,000
Facility: Citywide	HSIP	90/10/0	1,240 c	500 c	500 c	500 c	1,000 c	1,000 c	1,000 c	4,500
From: Citywide	NHPP	80/20/0	1,164 c	2,349 c	2,390 c	2,420 c	2,450 c	2,480 c	2,510 c	14,599
To: Citywide	NHS	80/20/0	3,121 c							
	STP	80/20/0	3,950 a	1,250 a	1,250 a	1,250 a	1,750 a	1,750 a	1,750 a	42,900
			13,619 c	6,150 c	6,150 c	5,650 c	5,650 c	5,150 c	5,150 c	
Total Funds:										61,999

Description: Provide effective and efficient maintenance services for the traffic signal systems throughout the District of Columbia.

Support the Traffic Signal Group of DDOT TOA in providing traffic engineering studies and signal system analysis and management for the city's roadway system. This projects mission is to perform signal warrants. Projects include:

- a. Citywide Traffic Signal Construction Contract
- b. Citywide Traffic Signal Construction Contract (National Highway System Routes)
- c. Traffic Signal Consultant Design
- d. Traffic Signal Optimization
- e. Traffic Signal Uninterruptible Power Supply
- f. Traffic Signal Maintenance - NHPP
- g. Traffic Signal Maintenance - STP
- h. Asset Inventory, Preliminary Design and RFP Development for Improved Signal System and Communication Network
- i. Traffic Signal Systems Analysis

Urban Forestry Program

TIP ID: 5313 Agency ID: CG311, CG312, Title: Urban Forestry Program									Total Cost:	\$10,800
Facility: Citywide	NHPP	80/20/0				1,512 c		1,512 c		3,024
From:	NHS	80/20/0	1,500 c							
To:	STP	80/20/0	4,200 c			2,088 c		2,088 c		4,176
Total Funds:										7,200

Description: Plant new trees, remove dead and diseased trees, treat diseased trees, replace trees, and landscape along local and Federal roads.

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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TERMs

Transportation Emissions Reduction Measures

TIP ID: 3219	Agency ID: ZU022A	Title: Commuter Connections Program	Total Cost:						\$4,900
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Facility:	CMAQ	80/20/0	1,400 a	700 a	700 a	700 a	700 a	700 a	700 a	4,200
From:										
To:	Total Funds: 4,200									

Description: The purpose of the Commuter Connections Program is to reduce mobile source emission through the reduction in the number of VMT, and support of other Transportation Control Measures. This project provides funding for Commuter Operations Center, Guaranteed Ride, Home, Marketing, Monitoring and Evaluation, Employer Outreach, and DC Kiosk.

Maintenance

Bloomingtondale/LeDroit Park Medium Term Flood Mitigation Project

TIP ID: 6190	Agency ID: FLD01	Title: Bloomingtondale/LeDroit Park Medium Term Flood Mitigation Project	Total Cost:						\$10,000
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Facility: Bloomingtondale/LeDroit Park	DC	0/100/0	500 a	500 a	500 a	500 a	500 a	500 a	8,000
From:									
To:									
									Total Funds: 8,000

Description: The exact street locations are not known at this time but the work is confined to the Bloomingtondale and LeDroit Park communities, per the Mayor's Task force on Bloomingtondale/LeDroit Flood Mitigation Report.

Bridge Replacement/Rehabilitation Program

TIP ID: 6428	Agency ID:	Title: Rehabilitation of Anacostia Avenue, NE Bridge over Anacostia River Outlet	Total Cost:						\$8,900
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Facility: Anacostia Ave NE Bridge over Anacostia Riv	NHPP	80/20/0		700 a					700
From:									
To:									
									Total Funds: 700

Description: The proposed project is in Ward 7. The existing bridge needs total rehabilitation to become efficient and structurally sound as part of the roadway network and enhancing traffic movement through the corridor. The rehabilitation include total replacement of the deck, the compression joint seals over both abutments and the pier.

TIP ID: 6427	Agency ID:	Title: Kenilworth Terrace Bridge over Watts Branch	Total Cost:						\$3,125
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Facility: Kenilworth Terrace Bridge over Watts Branc	STP	80/20/0		250 a					250
From:									
To:									
									Total Funds: 250

Description: Project scope include applying waterproof seal to the entire timber structure, repair the reinforced concrete roadway curb, rehabilitation of deck structure of both approach abutments.

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
TIP ID: 5298 Agency ID: AF067A Title: Emergency Transportation Project									Total Cost: \$175

Facility: C ITYWIDE	STP	80/20/0	25 c	25 c	25 c	25 c	25 c	25 c	150
From:									
To:									
									Total Funds: 150

Description: The purpose of this project is to provide a vehicle that allows the Department to respond to emergencies or other unforeseen events that are not budgeted or planned. It is always to plan for emergency work such as major pavement failures, such as sinkholes, falling steel and concrete from bridges and other urgent needs. The project will enable the Department to quickly respond to any emergency without delay.

TIP ID: 5346 Agency ID: CD026 Title: Theodore Roosevelt Bridge Rehabilitation									Total Cost: \$28,500
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Facility:	NHPP	80/20/0	1,464 a	1,500 a						1,500
From:										
To:										
									Total Funds: 1,500	

Description: Work includes inspection, sampling and material testing; repairing bridge superstructure and substructure; cleaning and painting all steel members; retrofitting pin and hanger assembly; improving pedestrian and bicycle access; and repairing bridge drainage.

TIP ID: 3202 Agency ID: CD032C, MNT0 Title: Bridge Design Consultant Services									Total Cost: \$4,075
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Facility: CITYWIDE	NHPP	80/20/0	300 a	900 a	900 a	1,550 a	300 a	625 a	650 a	4,925
From:										
To:	STP	80/20/0	200 a	200 a	200 a	200 a	200 a			800
									Total Funds: 5,725	

Description: Provide engineering services for bridges and structures design, geotechnical or other investigations, surveying, including constructability review.

FY2013 Citywide Open End Bridge Design Consultant Services under this contract, the consultant will investigate structural deficiencies encountered during bridge inspections and from observation of DDOT staff. They will propose and design solutions for temporary shoring, structural repair and retrofit, perform structural analyses and rating of bridges, prepare plans, details, special provisions, cost estimates and work orders for construction by the DDOT preventive maintenance contractor.

TIP ID: 5342 Agency ID: CD046A Title: Approach Bridges to 14th Street Bridge									Total Cost:
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Facility: 14th Street Bridge northbound over the Poto	NHPP	80/20/0	750 a				18,000 c			18,000
From:										
To:										
									Total Funds: 18,000	

Description: The approach bridges to be rehabilitated are over Maine Ave. (bridge 171-1), over the Outlet Channel (bridge 171-2) and over Haines Point Park (bridge 171-3).

TIP ID: 5432 Agency ID: CD049A Title: Pennsylvania Ave. NW Bridge over Rock Creek (Br. # 118)									Total Cost:
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Facility: Pennsylvania Ave. NW over Rock Creek	BR	80/20/0	50 b							
From:										
To:	NHPP	80/20/0				6,000 c				6,000
									Total Funds: 6,000	

Description: Rehabilitation of Bridge # 118, Pennsylvania Ave. NW over Rock Creek

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
TIP ID: 5337 Agency ID: CD051A Title: Replacement of Pedestrian Bridges over Kenilworth Ave									Total Cost:	\$16,500
Facility: Kenilworth	STP	80/20/0	1,000 a	1,000 a		9,000 c			12,500	
From:				2,500 b						
To:										
									Total Funds: 12,500	

Description: This project will fund the replacement of the deck, approach slabs, bearing joints; and repair the substructure and repaint steel.

TIP ID: 5334 Agency ID: CD052A Title: Safety Improvements of Benning Road Bridges over Kenilworth Ave									Total Cost:	\$23,000
Facility: Benning Road over Kenilworth	NHPP	80/20/0		3,000 a	20,000 c				23,000	
From:										
To:										
									Total Funds: 23,000	

Description: Structural design of three bridge alternatives. The project scope includes infrastructure improvements within vicinity of the bridges, including construction of handicap ramps according to ADA guidelines.

TIP ID: 3243 Agency ID: CD062A Title: Citywide Consultant Bridge Inspection									Total Cost:	\$13,150
Facility:	NHPP	80/20/0	2,650 a	3,650 a	1,850 a	1,850 a	3,750 a		11,100	
From:										
To:										
									Total Funds: 11,100	

Description: Consultant inspection of the District's bridges. Work under this contract consist of performing detailed condition inspections and evaluations of all highway and pedestrian bridges, and tunnels and underpasses, under the ownership of the District of Columbia in accordance with the prescribed inspections schedule, the DDOT Bridge Inspection Manual of Procedures and the National Bridge Inspection Standards (NBS). Safety inspection of railroad owned bridges crossing District streets shall also be performed. Selected inspections of culverts and overhead sign structures shall be performed as needed. FY2014 obligation includes Phase II of the overhead sign structure effort.

TIP ID: 5316 Agency ID: CD062A Title: Impact Attenuators and Guiderails									Total Cost:	
Facility: Citywide	HSIP	90/10/0	1,600 c	125 a	3,350 c	1,675 c	1,700 c	1,700 c	11,300	
From:				2,750 c						
To:										
									Total Funds: 11,300	

Description: This project repairs, replaces and upgrades safety appurtenances on and off the Federal-aid Highway System that have been damaged by errant vehicles, and replaces units that do not meet the requirements of NCHRP (National Cooperative Highway Research Program) Report 350. Work also includes construction of guiderails and attenuators at new locations and removal of units in locations where they are no longer needed.

TIP ID: 3181 Agency ID: CD066A Title: Replacement of 31st Bridge, NW over C&O Canal									Total Cost:	\$6,200
Facility: 31st Street NW Bridge over C&O Canal	NHPP	80/20/0		6,200 c					6,200	
From:										
To:										
									Total Funds: 6,200	

Description: Removal and replacement of deteriorated deck, repair and painting of structural steel, and substructure repairs. Lighting, signing, drainage and safety features will be upgraded.

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
TIP ID: 5804 Agency ID: MRR04A Title: East Capitol St. Bridge over Anacostia River, Br. # 233									Total Cost: \$16,000
Facility: Anacostia Freeway Bridge over Anacostia Ri	NHPP	80/20/0							16,000 a 16,000
From:									
To:									Total Funds: 16,000
Description: Rehabilitation of subject bridge to eliminate all deficiencies and ensure the safety of the traveling public. This bridge is structurally deficient and must be rehabilitated in accordance with the requirements of MAP21. Deficiencies include deteriorating overlay, efflorescence and map cracking in soffit, expanded bearings, deteriorated superstructure steel under fender dams, peeling paint, rotation of substructure units.									

TIP ID: 5433 Agency ID: PM094A, CD05 Title: Bridge management Project/AASHTOWARE									Total Cost: \$2,125
Facility: Citywide	NHPP	80/20/0	275 a	275 a	300 a	300 a	325 a	325 a	1,850
From: Citywide									
To:	STP	80/20/0	300 e	300 e	300 e	300 e	300 e	310 e	1,820
									Total Funds: 3,670

Description: This project provide funds to support the Bridge Management Program and to pay the annual Points license fee.

Maintenance of Stormwater management / Best Management Ponds

TIP ID: 3242 Agency ID: CA303C, MNT0 Title: Citywide Culverts									Total Cost: \$3,215
Facility: CITYWIDE	STP	80/20/0	250 a	250 a	300 a		350 a		2,950
From:			750 c	600 c	700 c		750 c		
To:									Total Funds: 2,950

Description: The purpose of this project is to replace/rehab existing culverts. On a bi-annual occurrence the culvert will be inspected. On an annual occurrence, culverts will be rehabilitated or replaced based on their condition.

Resurfacing Streets and Freeways Citywide

TIP ID: 5339 Agency ID: SR037A Title: FY2012 Pavement Restoration - NHPP Streets									Total Cost: \$29,350
Facility:	NHPP	80/20/0	6,000 c	6,000 c	6,000 c	150 a	5,200 c		23,350
From:						6,000 c			
To:									Total Funds: 23,350

Description: Resurfacing of selected roadway segments on the National Highway System (NHPP), repair-replacement of curbs, gutters and sidewalks, driveways, base pavements, perimeter fencing, furnishing sewer-water manhole frames, catch basin tope and removal of roadway and roadside debris.

TIP ID: 3215 Agency ID: SR092A Title: Resurfacing Streets and Freeways Citywide									Total Cost: \$65,100
Facility: Citywide	STP	80/20/0	9,300 c	9,300 c	9,300 c	9,300 c	9,300 c	9,300 c	55,800
From:									
To:									Total Funds: 55,800

Description: Citywide pavement and resurfacing/restoration, upgrading of sidewalk, curb and gutter, and wheelchair ramps.

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
Streetlight Asset Mgmt & Streetlight Construction - Federal										
TIP ID: 5439 Agency ID: AD017A Title: Citywide streetlight construction			Total Cost:							
Facility: citywide	STP	80/20/0	450 a	250 a	250 a	100 a	100 a	100 a	100 a	7,430
From: citywide				1,415 c	1,515 c	900 c	900 c	900 c	900 c	
To:										
										Total Funds: 7,430

Description: This project will provide installation/construction of the District's aging streetlight systems to provide safe operations. Work includes upgrading of lighting in tunnels, freeway air rights, overhead signs structures, and obsolete navigational lights on bridges.

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
Streetlight Asset Mgmt - Federal										
TIP ID: 5385 Agency ID: AD020A Title: Streetlight Asset Mgmt - Federal			Total Cost:							
Facility: Citywide	NHPP	80/20/0	606 c	3,384 c	3,384 c	3,384 c	3,384 c	3,384 c	3,384 c	20,304
From:	NHS	80/20/0	3,000 c							
To:	STP	80/20/0	964 c	5,383 c	5,383 c	5,383 c	5,383 c	5,383 c	5,383 c	32,298
										Total Funds: 52,602

Description: This project will provide maintenance for the District's aging lighting system to provide safe operations. Work includes upgrade of lights in tunnels and underpasses, bridges, highways, overhead guide sign lighting, obsolete incandescent and mercury vapor lights as well as navigation lights on bridges and waterways. Projects include:

- a) Street Light Replacement
- b) Streetlight Design Services
- c) Streetlight System Upgrade
- d) Streetlight Conversion
- e) Electrical Upgrade
- f) CW painting of street light and traffic signal poles
- g) CW Street and Bridge Light Maintenance
- h) Multiple Circuit Conversion
- i) Streetlight Asset Management
- j) Highway Lighting
- k) Emergency Response to Knockdowns

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
Streetlight Asset Mgmt & Streetlight Construction - Local										
TIP ID: 5350 Agency ID: AD304 Title: Streetlight Asset Mgmt & Streetlight Construction - Local			Total Cost: \$10,500							
Facility: Citywide	DC	0/100/0	4,236 a	300 a	300 a	300 a	300 a	300 a	300 a	52,200
From:			43,989 c	8,400 c	8,400 c	8,400 c	8,400 c	8,400 c	8,400 c	
To:										
										Total Funds: 52,200

Description: This project will provide maintenance of streetlights, alley lights, alley tree trimming for blockage of alley lighting, knockdowns, and asset inventory for lighting on non-federally-funded streets.

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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Streetlight Upgrade

TIP ID: 6421 Agency ID:		Title: Streetlight Upgrade on Massachusetts Ave from 19th St SE to 6th St NE						Total Cost: \$2,900	
Facility: Massachusetts Ave	STP	80/20/0	2,900 c						2,900
From: 19th St SE									
To: 6th St NE									
Description:									
								Total Funds: 2,900	

TIP ID: 6422 Agency ID:		Title: Mount Pleasant Street Lighting Upgrade						Total Cost: \$2,000	
Facility: Mount Pleasant Street NW	STP	80/20/0	300 a						2,000
From:									
To:									
								Total Funds: 2,000	

Description: Lighting Upgrade with complete system including manhole, conduit LED lights and Historic Washington Globe Pole/Fixture

Systems Maintenance

TIP ID: 2699 Agency ID: CD018A, CD01		Title: Asset Preservation of Tunnels in the District of Columbia						Total Cost: \$41,275		
Facility: Citywide Asset Management of Tunnel	NHPP	80/20/0	650 a	175 a	175 a	1,000 a	175 a	175 a	175 a	40,025
From:			600 c	600 c	7,750 c	7,600 c	7,600 c	14,600 c		
To:									Total Funds: 40,025	

Description: This initiative provides technical support for this performance based contract that enables sustained preventive maintenance, rehabilitation and preservation of all tunnel assets in DDOT inventory system. This principal objectives relative to public safety are the maintenance of automated or natural ventilation system for the explosion of harmful carbon monoxide gas from all tunnels and the provision of an adequate lighting system within each tunnel.

TIP ID: 2927 Agency ID: CD036A, CD04		Title: Citywide FA Preventive Maintenance						Total Cost: \$44,100	
Facility:	NHPP	80/20/0	9,600 c	4,800 c	4,800 c	10,720 c	5,360 c		25,680
From:									
To:	STP	80/20/0	2,400 c	1,200 c	1,200 c	2,680 c	1,340 c		6,420
								Total Funds: 32,100	

Description: This project provides a two-year base contract with two option years for the performance of preventive maintenance activities and initiating emergency repairs on highway structures on an as needed basis. The work includes concrete deck repair, replacement of expansion joints, repair or replacement of beams, girders and other structural steel, maintenance painting, application of low slump concrete overlays on bridge decks, concrete repair, underpinning and shoring of deficient bridge elements, jacking beams and restoring bearings, repair or replacement of bridge railings, guiderails and fencing, cleaning bridge scuppers and drain pipes, graffiti removal and other miscellaneous repair work on various highway structures.

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
Transit										
5303/5304 FTA Program										
TIP ID: 6102 Agency ID:		Title: 5303/5304 FTA Program						Total Cost:		\$2,874
Facility: Citywide	Sect. 5303	80/20/0	760 a	415 a	415 a	415 a	415 a	415 a	415 a	2,490
From:										
To:	Sect. 5304	80/20/0	198 a	110 a	110 a	110 a	110 a	110 a	110 a	660
Total Funds:									3,150	

Description: DDOT receives an annual FTA grant appropriation to support metropolitan planning activities (5303) and Statewide/DC based Planning Activities (5304).

DC Circulator New Buses for Replacement and Expansion										
TIP ID: 6105 Agency ID:		Title: DC Circulator New Buses for Replacement and Expansion						Total Cost:		\$8,925
Facility:	DC	0/100/0	21,539 e	7,702 e	17,012 e	17,600 e		7,100 e	49,414	
From:										
To:										
Total Funds:									49,414	

Description: Additional Circulator buses must be purchased in order to expand service to additional routes.

DC Circulator Expansion - Phase I										
TIP ID: 6103 Agency ID:		Title: DC Circulator Expansion - Phase I						Total Cost:		\$3,750
Facility:	DC	0/100/0	1,576 e		750 e	750 e	750 e	750 e	750 e	3,750
From:										
To:										
Total Funds:									3,750	

Description: Implement the Phase I DC Circulator routes as identified in the DC Circulator 10-Year Transit Development Plan

M Street SE/SW Premium Transit Environmental Work										
TIP ID: 6112 Agency ID: Temp02		Title: M Street SE/SW Streetcar						Total Cost:		\$128,250
Facility:	DC	0/100/0	2,500 a	6,100 a						6,100
From:										
To:										
Total Funds:									6,100	

Description: This funding will implement the environmental study work for the M Street SE/SW corridor

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
Streetcar										
TIP ID: 5754 Agency ID: CM080A		Title: Benning Road Extension						Total Cost:		\$82,750
Facility: Streetcar Line	CMAQ	80/20/0	3,200 a							
From:										
To:	DC	0/100/0	2,000 a	1,600 a	8,597 a	23,614 c	27,363 c	21,644 e	102,414	
							19,596 e			
									Total Funds: 102,414	

Description: The Benning Road Streetcar Extension is a 1.95-mile surface fixed guide way transit line that includes electrically powered streetcar vehicles operating along tracks located within the existing street and travel lanes. The NEPA study will address potential impacts of the project, as well as, preliminary engineering (conceptual) for the line.

TIP ID: 5753 Agency ID: CM081A		Title: Anacostia Streetcar Extension						Total Cost:		\$82,852
Facility: MLK Jr Ave SE	DC	0/100/0	250 c	16,000 b	23,613 c	25,239 c			82,852	
From: Howard Rd SE				8,000 e	10,000 e					
To: Good Hope Rd SE										
									Total Funds: 82,852	

Description: The Anacostia Streetcar Extension is .61 mile surface fixed guideway transit line that includes electrically powered streetcar vehicles operating along tracks located within the existing street and travel lanes. The NEPA study currently underway will address potential impacts of the project, as well as, preliminary engineering (conceptual 30%) for the line.

TIP ID: 5755 Agency ID: STC12A		Title: Union Station to Georgetown Premium Transit; K Street Transit						Total Cost:		\$76,290
Facility: Premium Transit	CMAQ	80/20/0	1,500 d							
From:										
To:	DC	0/100/0	4,250 a	3,000 c	4,000 c			24,280 c	45,014 c	
	NHPP	80/20/0				7,500 a	31,500 c	34,875 c	73,875	
									Total Funds: 150,169	

Description: DDOT received an alternatives analysis grant from the Federal Transit Administration to study premium transit options from the Union Station to Georgetown. Premium transit is high quality transit that offered improved liability and speed. The purpose of the AA study is to provide premium transit between Union Station and Georgetown. The Nepa document will select a preferred alternative to move to design and construction for premium transit. Also included in this project is an extension study to continue the transit Northwest. This project also includes K Street Transit Streetscape construction funding.

TIP ID: 6031 Agency ID: STC13A		Title: North-South Corridor Study						Total Cost:		\$110,250
Facility: Streetcar Line	DC	0/100/0	5,000 a	4,500 a	3,000 a				7,500	
From:			2,000 c							
To:										
									Total Funds: 7,500	

Description: Study on a North to South 9 miles surface fixed guideway transit line.

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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**Freight
Diesel Idle Reduction Program**

TIP ID: 6424	Agency ID:	Title: Diesel Idle Reduction Program							Total Cost:	\$1,200
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Facility:	CMAQ	80/20/0	1,200 a						1,200
From:									
To:									Total Funds: 1,200

Description: The Diesel Idle Reduction Program identifies and implement projects that reduce Particulate Matter (PM) 2.5 emissions in the District of Columbia

District Freight Plan

TIP ID: 5922	Agency ID: AF081A	Title: District Freight Plan							Total Cost:	\$300
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Facility: Citywide	STP	80/20/0	450 a	150 a	150 a	150 a	150 a	450	
From:									
To:									Total Funds: 450

Description: Development of a District freight plan to enhance the safety and efficiency of goods movement

Off-Hours Freight Delivery Pilot Project

TIP ID: 6408	Agency ID:	Title: Off-Hours Freight Delivery Pilot Project							Total Cost:	\$300
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Facility:	HRDP	50/50/0	80 a	80 a	140 a			300	
From:									
To:									Total Funds: 300

Description: The DDOT Off-Hours Freight Delivery Pilot Project will focus on improving the management of curbside loading zones in the city by incentivizing businesses to shift to off-hour deliveries. The District has a constrained infrastructure with multiple modes competing for use of the same space and DDOT believes that a focus on encouraging off-hour deliveries would contribute significantly to reducing congestion.

Planning and Systems Enhancement for Weight Stations

TIP ID: 2633	Agency ID: CI029A, CI053	Title: Size and Weight Enforcement Program							Total Cost:	\$11,280
--------------	--------------------------	--	--	--	--	--	--	--	-------------	----------

Facility: Citywide	STP	80/20/0	450 a	450 a	4,250 c	250 c	450 c	450 c	250 c	6,340
From:										
To:										

									Total Funds: 6,340
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Description: This project provides trained personnel to enforce size and weight regulations, as well as increase the number of portable scales at Weigh in Motion sites on and off the Federal-aid System. This project will facilitate reducing weight violations and preventing premature deterioration of pavements and structures in the District, and in turn provide a safe driving environment.

- a. Weigh in Motion Maintenance
- b. Truck Size and Weight Program

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
Virginia Avenue Tunnel Project										
TIP ID: 5959 Agency ID: MRR16A Title: Virginia Avenue Tunnel Project									Total Cost:	\$201,300
Facility: Virginia Ave. SE	PRIV	0/0/0	200,500 c	1,200 c	1,200 c	1,200 c	1,200 c		4,800	
From:										
To:									Total Funds: 4,800	

Description: The existing railway tunnel is owned and operated by CSX Transportation, Inc. (CSXT) and has long been identified as one of the most significant freight bottlenecks on the East Coast. CSXT proposes to improve freight transportation reliability and capacity through the District by replacing the existing 106 year old 4,000 foot-long tunnel. The proposal includes the restoration of a second track within the tunnel and increasing the tunnel height to a minimum 20 foot clearance to accommodate intermodal trains transporting double-stacked standard cargo containers.

Table 1A - Funding by Source
DISTRICT OF COLUMBIA
FY 2015-2020 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary (in \$Millions)

Source	2015		2016		2017-2018		2019-2020		2015-2020	
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	Total	
Title I - FHWA										
Congestion Mitigation and Air Quality Improvement	5.76	7.20	10.73	13.41	14.18	17.72	4.43	5.54	43.87	
Demonstration	36.04	45.05	6.08	7.60	0.00	0.00	0.00	0.00	52.65	
National Highway Performance Program	61.03	76.29	64.52	80.66	222.03	277.54	244.48	305.61	740.08	
Safe Routes to School Program	1.15	1.15	1.15	1.15	2.30	2.30	2.30	2.30	6.91	
State Planning & Research Program	5.44	6.80	5.60	7.00	10.80	13.50	10.80	13.50	40.80	
Surface Transportation Program	63.71	79.63	66.93	83.67	99.80	124.74	88.98	111.22	399.27	
Highway Safety Improvement Program (STP)	17.87	20.01	9.02	10.60	9.89	11.08	11.93	13.35	55.03	
Title I - FHWA Total:	191.00	236.13	164.04	204.08	359.00	446.88	362.93	451.52	1,338.61	
Title III - FTA										
Highway Research and Development Program	0.04	0.08	0.04	0.08	0.07	0.14			0.30	
5303 - Planning Program	0.33	0.42	0.33	0.42	0.66	0.83	0.66	0.83	2.49	
5304 - State & Planning Research Program	0.09	0.11	0.09	0.11	0.18	0.22	0.18	0.22	0.66	
ARRA/TIGER	5.00	5.00			0.00	0.00	0.00	0.00	5.00	
Title III - FTA Total:	5.46	5.61	0.46	0.61	0.91	1.19	0.84	1.05	8.45	
State/Local										
State or District Funding		57.87		129.38		175.64		141.24	504.14	
State/Local Total:	0.00	57.87	0.00	129.38	0.00	175.64	0.00	141.24	504.14	
Other										
Grant Anticipation Revenue Vehicles (Bonds)					106.37	132.96	61.06	76.33	209.29	
GSA Earmark	5.14	6.42	37.07	46.34	44.98	56.22	0.00	0.00	108.98	
National Recreational Trails Funding Program	0.44	0.55	2.88	3.60	0.48	0.60	0.48	0.60	5.35	
Private Developer	0.00	51.20	0.00	51.20	0.00	2.40	0.00	0.00	104.80	
Other Total:	5.58	58.17	39.95	101.14	151.82	192.18	61.54	76.93	428.42	
Grand Total:	202.04	357.77	204.45	435.21	511.73	815.90	425.31	670.74	2,279.61	

Table 1B - Funding by Project Type
DISTRICT OF COLUMBIA
FY 2015-2020 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary (in \$Millions)

Project Type	2015		2016		2017-2018		2019-2020		2015-2020	
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	Federal	Total
Interstate	15.01	68.77	13.42	66.77	19.64	24.55	53.63	67.04	101.70	227.13
Primary	46.62	58.27	52.95	117.63	214.72	307.11	134.82	192.83	449.11	675.85
Secondary	8.24	10.30			7.84	9.80	6.00	7.50	22.08	27.60
Bridge	7.08	7.60	20.48	25.60	7.80	9.75	36.16	45.20	71.52	88.15
Surface Transportation	76.95	144.94	86.85	210.00	250.00	351.21	230.62	312.58	644.41	1,018.72
Transit	0.42	47.43	0.42	67.50	32.04	154.96	28.74	135.46	61.62	405.35
Transit	0.42	47.43	0.42	67.50	32.04	154.96	28.74	135.46	61.62	405.35
Bike/Ped	13.72	16.87	12.84	15.77	13.00	15.67	5.69	6.53	45.25	54.84
Bike/Ped	13.72	16.87	12.84	15.77	13.00	15.67	5.69	6.53	45.25	54.84
Enhancement	0.92	1.15	0.92	1.15	1.84	2.30	1.84	2.30	5.52	6.90
ITS	10.20	12.75	12.98	16.23	17.73	22.16	17.61	22.01	58.52	73.15
Other	55.92	68.19	41.52	51.91	81.28	101.14	70.25	86.68	248.97	307.91
TERMs	0.56	0.70	0.56	0.70	1.12	1.40	1.12	1.40	3.36	4.20
Maintenance	41.67	62.43	44.92	66.43	113.97	163.66	68.76	102.93	269.33	395.45
Freight	1.67	3.32	3.44	5.53	0.75	3.39	0.68	0.85	6.54	13.09
Other	110.94	148.54	104.34	141.95	216.69	294.05	160.27	216.17	592.25	800.71
Total Funds:	202.04	357.77	204.45	435.21	511.73	815.90	425.31	670.74	1,343.53	2,279.61

ITEM 11 - Information

March 18, 2015

Briefing on the COG Cooperative Forecasting Process

Staff

Recommendation: Receive briefing on the COG Cooperative Forecasting Process and the Round 8.4 Forecasts of future population, household and employment growth in the region.

Issues: None

Background: At its February 11 meeting the COG Board approved the Draft Round 8.4 Cooperative Forecasts for use by the TPB in the Air Quality Conformity Analysis of the 2015 CLRP and FY 2015 to 2020 Transportation Improvement Program.

Round 8.4 Cooperative Forecasts

National Capital Region Transportation Planning Board

Paul DesJardin
Director of Community Planning and Services
March 18, 2015



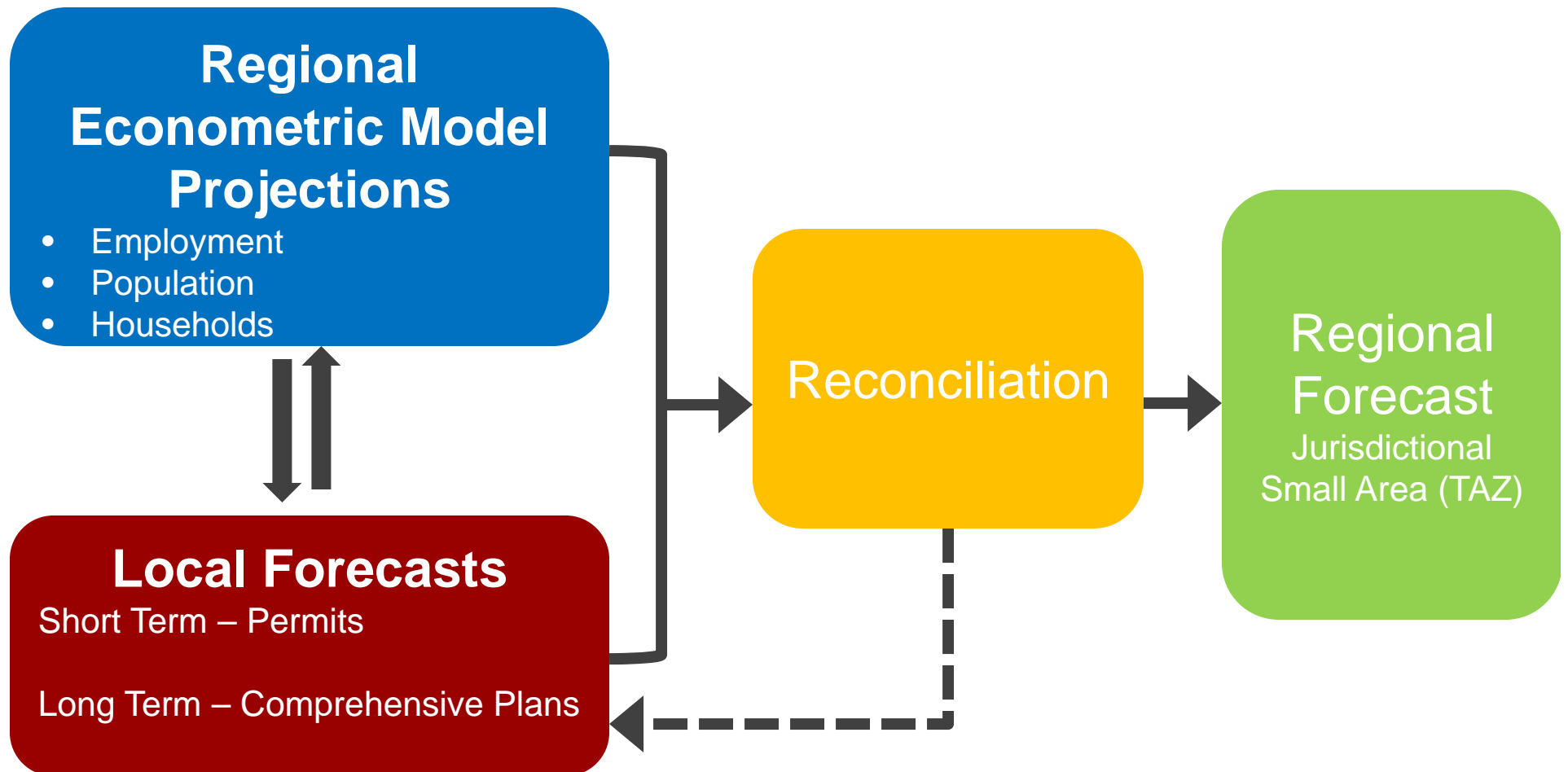
Use of Round 8.4 Cooperative Forecasts

**2015 Air Quality
Conformity
Analysis**

**TPB CLRP
Performance
Analysis**

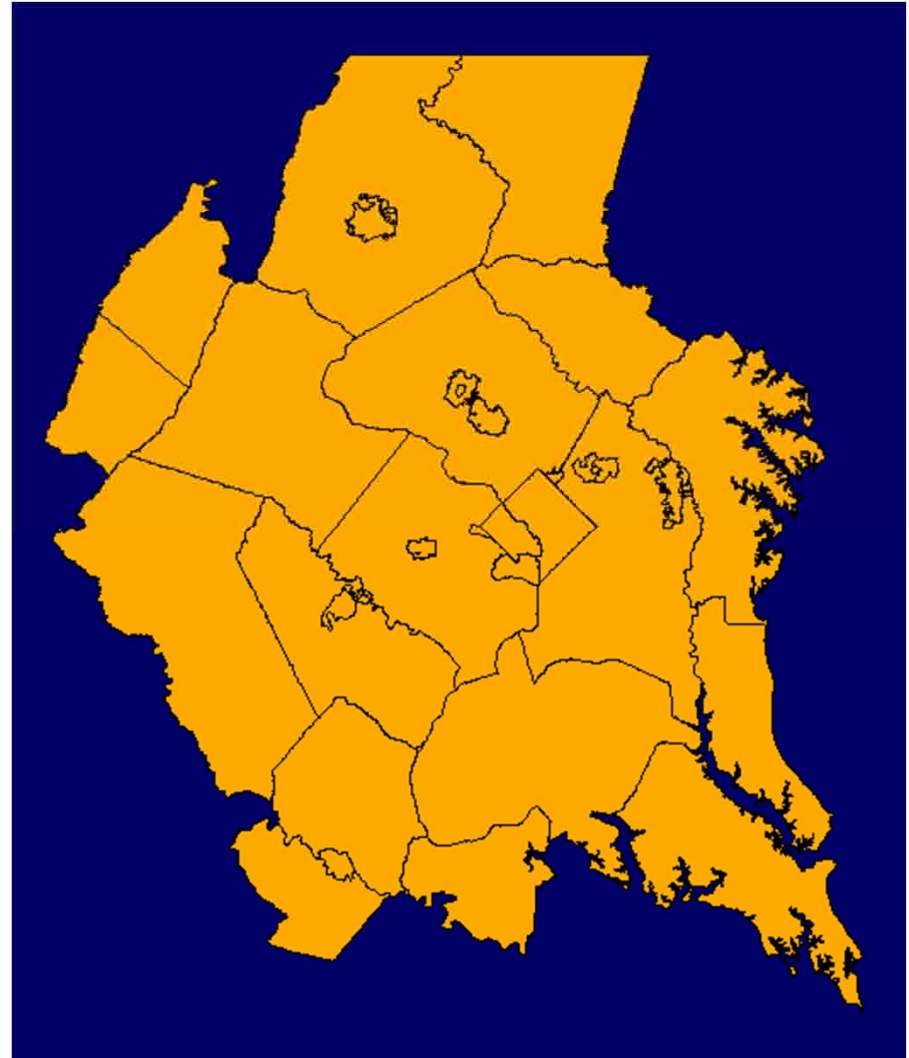
**Activity Center
Growth Trends**

Cooperative Forecasting Process



Growth Forecasts for All Jurisdictions in the TPB Modeled Area are included in Round 8.4

- **COG and TPB Member Jurisdictions**
- **BMC Counties in TPB Modeled Area**
 - Anne Arundel, Carroll & Howard
- **FAMPO**
 - Fredericksburg, King George, Spotsylvania & Stafford
- **Others**
 - Calvert, St. Mary's , Clarke & Jefferson



Round 8.4 Jurisdictional Updates

- **Arlington County**
 - **City of Alexandria**
 - **Fairfax County** (*Population and Households Only*)
 - **Prince William County**
-
- **New Forecasts for Anne Arundel, Carroll, and Howard Counties from the Baltimore Metropolitan Council**

Summary of Round 8.4 Cooperative Forecasts

	TPB Modeled Area (Thousands)		2015 to 2040 Growth	
	<u>2015</u>	<u>2040</u>	<u>Number</u>	<u>Percent</u>
EMPLOYMENT	4,137.5	5,557.2	1,419.7	36.2%
POPULATION	7,046.4	8,758.9	1,712.5	25.8%
HOUSEHOLDS	2,631.8	3,357.0	725.2	29.4%

Comparison of 2040 Forecasts: Round 8.3 and Round 8.4

TPB Modeled Area

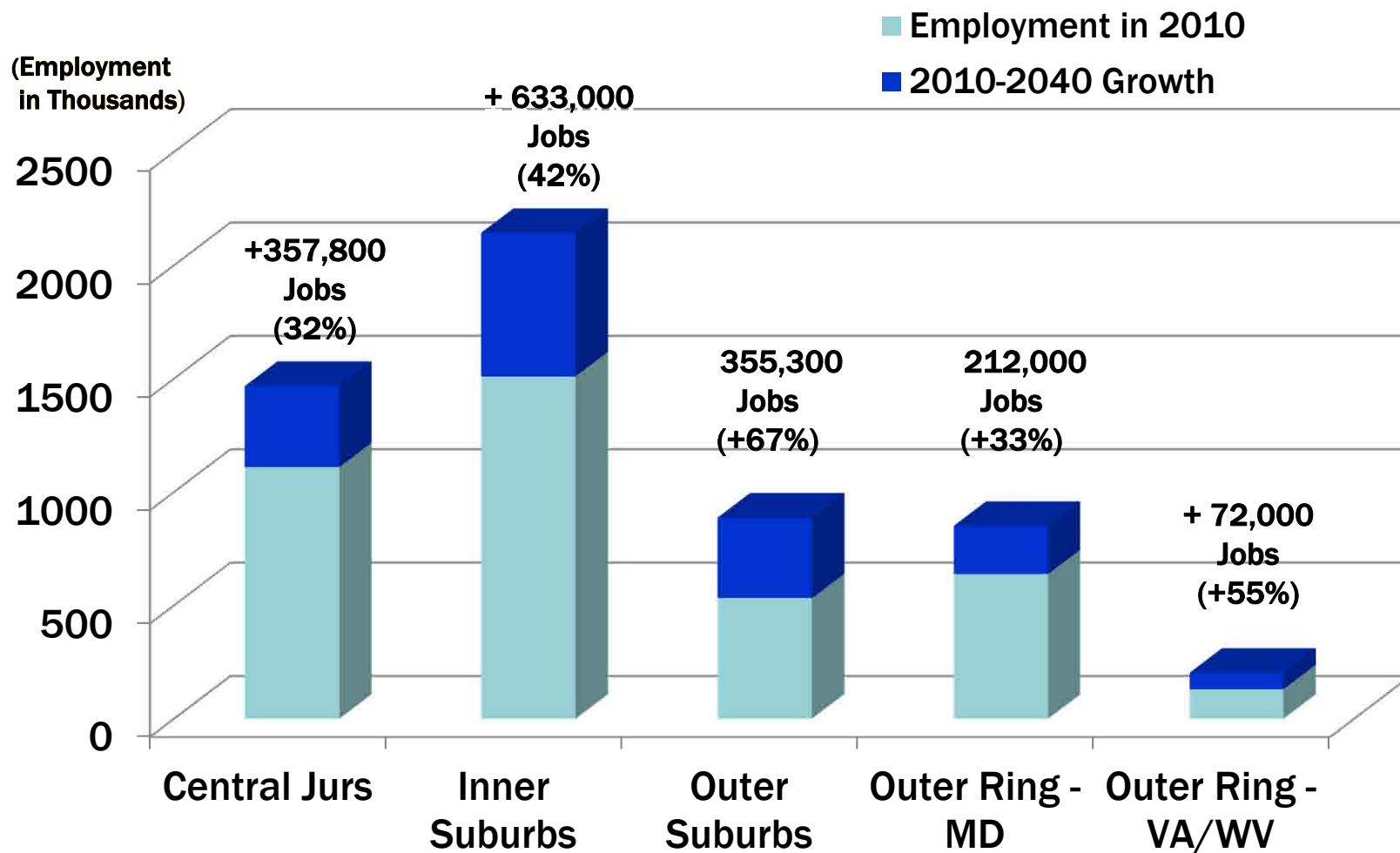
(Thousands)

	<u>Round</u> <u>8.3</u>	<u>Round</u> <u>8.4</u>	<u>Number</u>	<u>Percent</u>
EMPLOYMENT	5,572.7	5,557.2	-15.5	-0.3%
POPULATION	8,794.6	8,758.9	-35.7	-0.4%
HOUSEHOLDS	3,372.6	3,357.0	-15.6	-0.5%

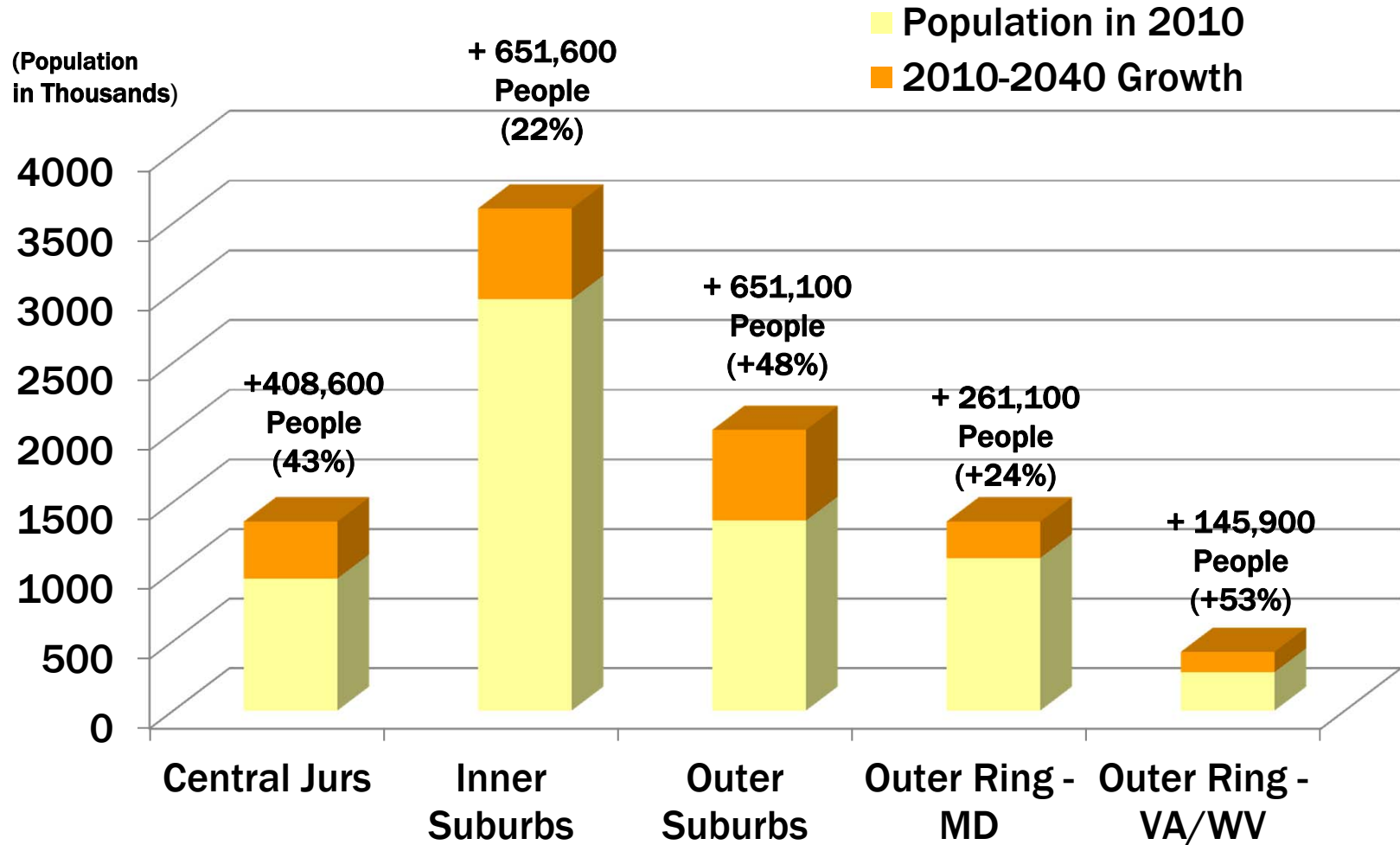
Forecasts for Jurisdictions in TPB Modeled Area Have Been Grouped Geographically for Analysis Purposes

Central Jurisdictions	Inner Suburbs	Outer Suburbs	Outer Ring - MD	Outer Ring - VA/WV
<ul style="list-style-type: none"> • District of Columbia • Arlington • Alexandria 	<ul style="list-style-type: none"> • Montgomery • Prince George's • Fairfax (County) • Fairfax (city) • Falls Church 	<ul style="list-style-type: none"> • Loudoun • Prince William • Manassas • Manassas Park • Calvert • Charles • Frederick County (MD) • Stafford 	<ul style="list-style-type: none"> • Anne Arundel • Carroll • Howard • St. Mary's 	<ul style="list-style-type: none"> • Fredericksburg • King George • Spotsylvania (portion) • Clarke • Fauquier • Jefferson (WV)

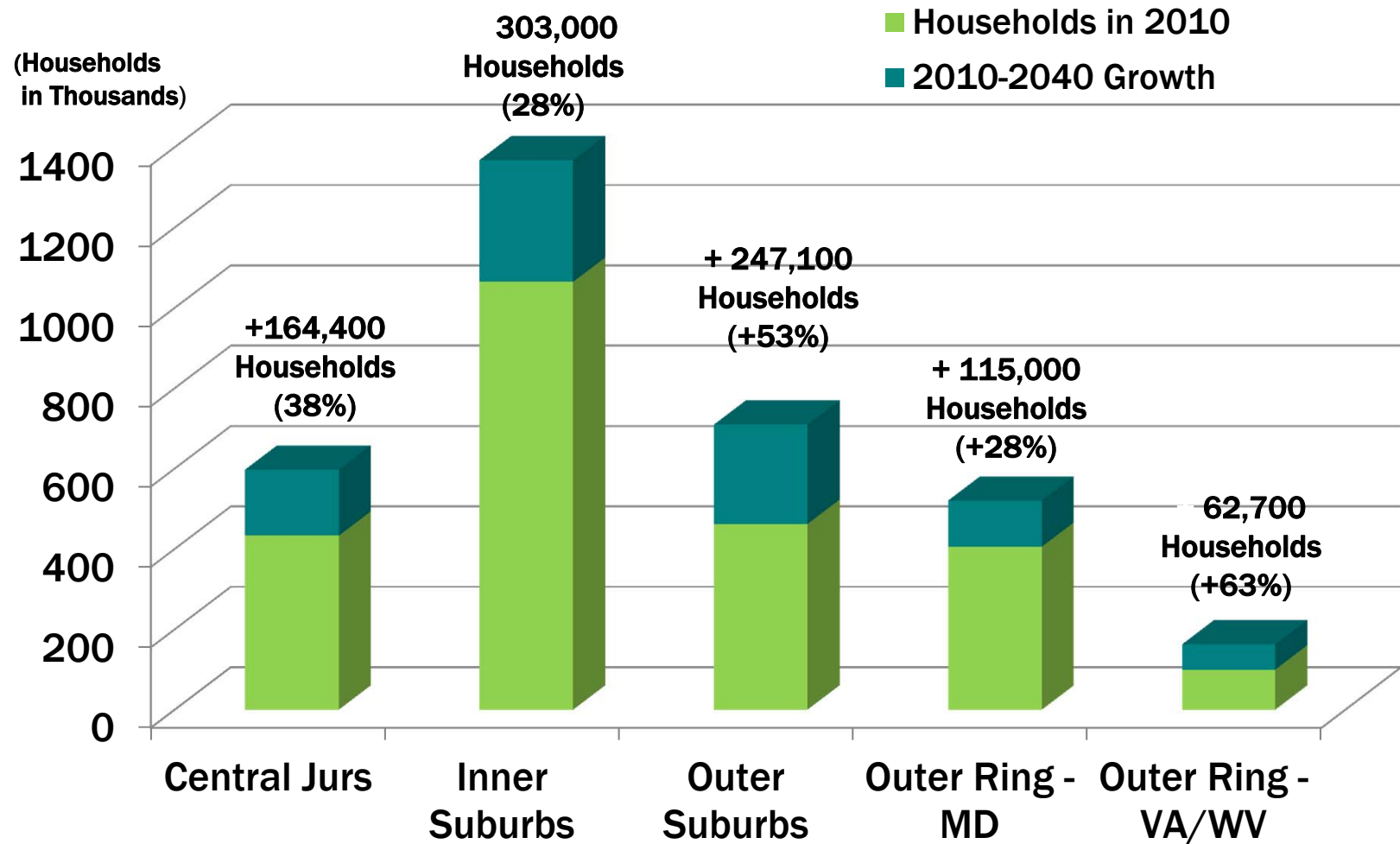
Forecast Employment Growth (2010-2040)



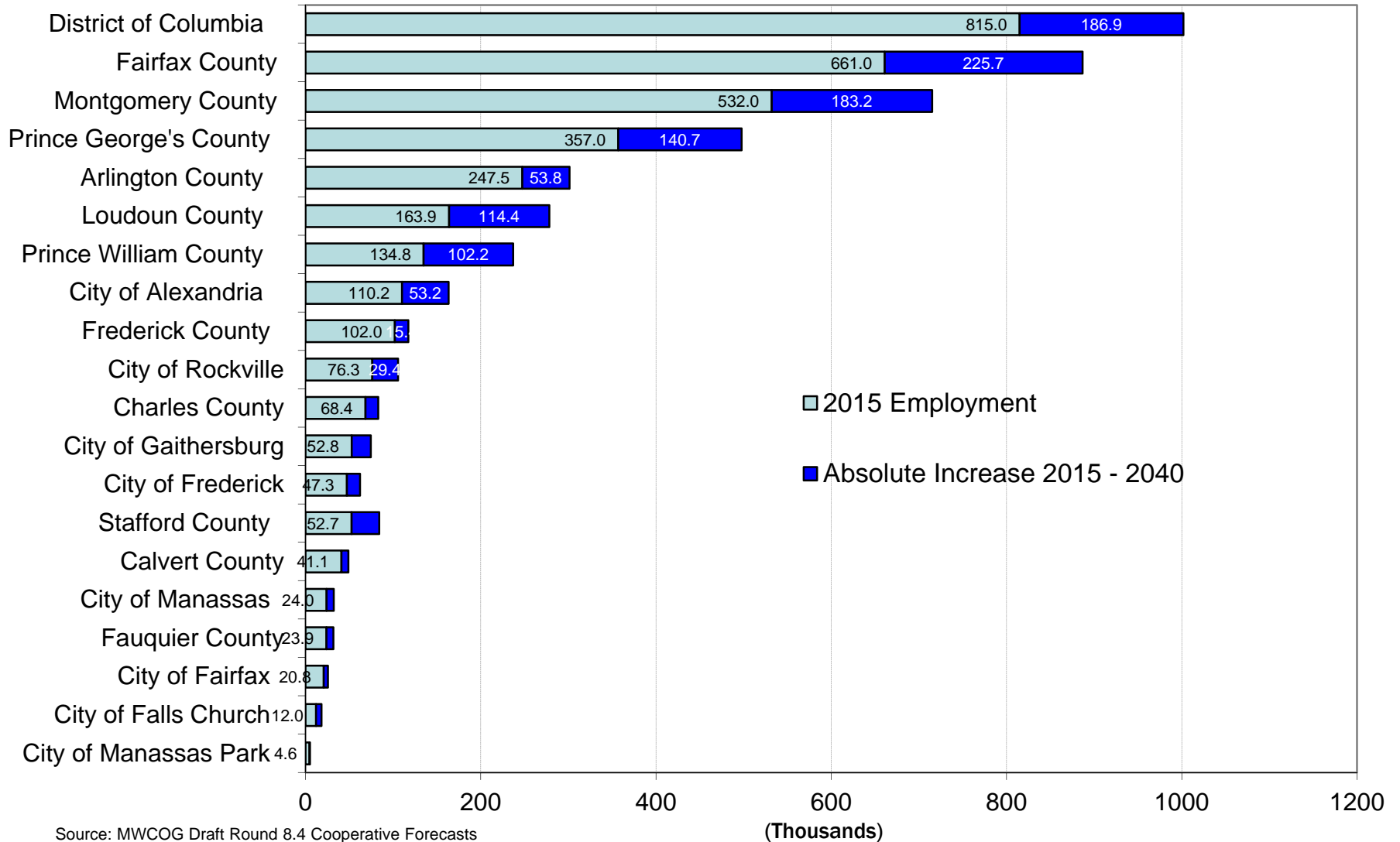
Forecast Population Growth (2010-2040)



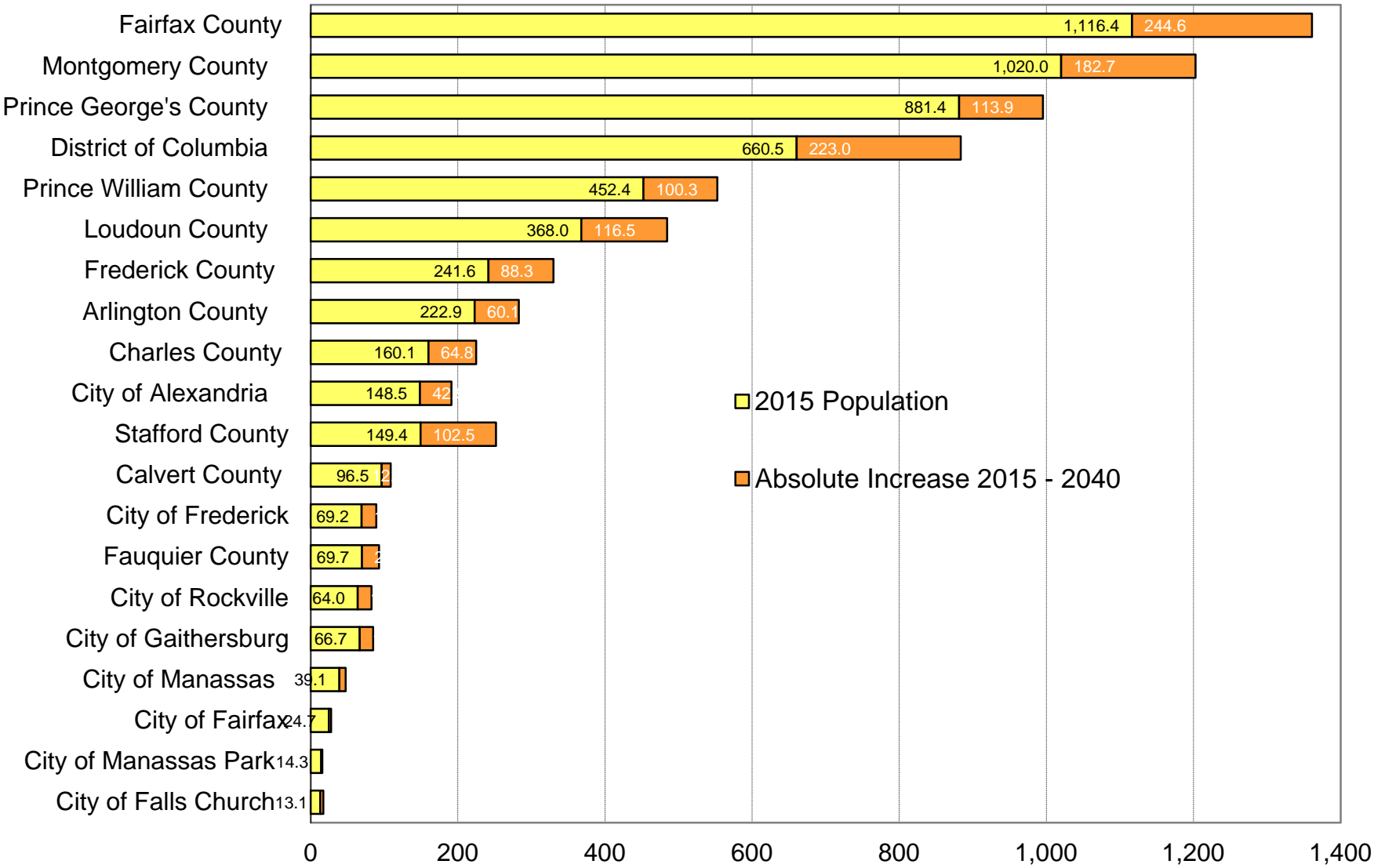
Forecast Household Growth (2010-2040)



Employment 2015 - 2040



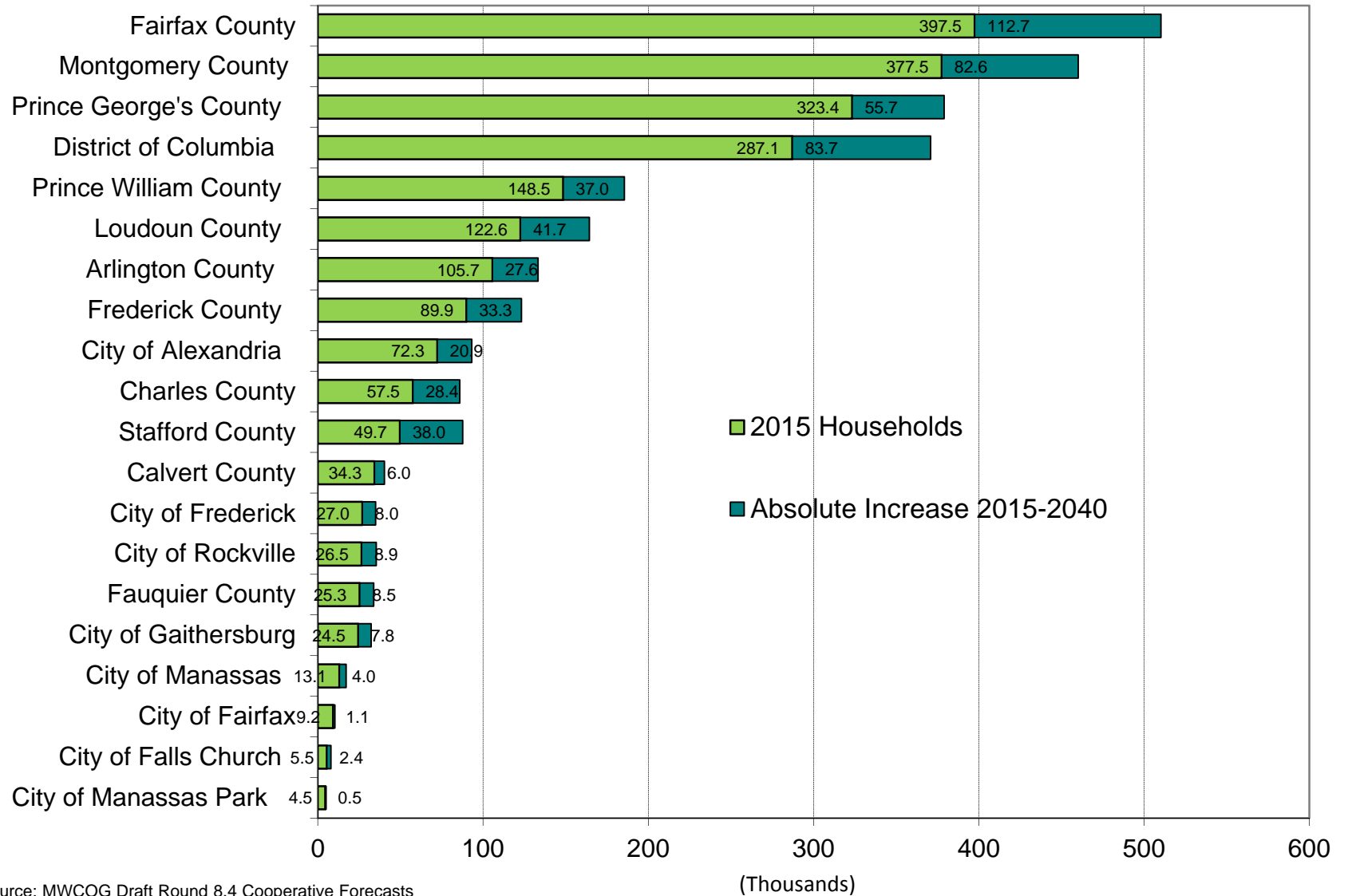
Population 2015 - 2040



Source: MWCOG Draft Round 8.4 Cooperative Forecasts

(Thousands)

Households 2015 - 2040



Source: MWCOG Draft Round 8.4 Cooperative Forecasts

Round 8.4: Next Steps

- **Local jurisdictions submit Round 8.4 forecasts by Traffic Analysis Zone (TAZ)**
- **COG Board will approve “Draft Round 8.4” for use in the Air Quality Conformity Analysis of the 2015 Update to the Financially Constrained Long-Range Transportation Plan (CLRP) and the FY 2015-2020 Transportation Improvement Program (TIP) – February 2015**
- **Final approval and adoption by the COG Board - October 2015**

Planning for Growth: Next Steps

- **Cooperative Forecasts**

- Round 8.4: *Alexandria, Arlington, Prince William, Fairfax County (population and households only)*
- Round 9.0: *new regional economic model forecast;*
 - *housing and population trends;*
 - *employment density / space absorption*

- ***Region Forward Coalition***

- Economic competitiveness
- Housing affordability
- Progress report / “State of the Region”

Questions . . .

ITEM 12 - Information

March 18, 2015

Briefing on the Implementation of the TPB Regional Priority Bus Project under the Transportation Investments Generating Economic Recovery (TIGER) Program

Staff

Recommendation: Receive briefing on the current status of the TPB Regional Priority Bus Project.

Issues: None

Background: The Board was briefed on this project at its June 18, 2014 meeting. The TIGER grant agreement was signed on December 14, 2010. It includes \$58.8 million in capital funding (100% Federal) for 16 project components. There are five implementing organizations: the City of Alexandria, the District Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), the Potomac and Rappahannock Transportation Commission (PRTC), and the Washington Metropolitan Area Transit Authority (WMATA).



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

MEMORANDUM

TO: Transportation Planning Board

FROM: Eric Randall
Department of Transportation Planning

SUBJECT: Briefing on the Implementation of the TPB Regional Priority Bus Project under the Transportation Investments Generating Economic Recovery (TIGER) Program

DATE: March 12, 2015

This memorandum provides an update on the status of the Transportation Investments Generating Economic Recovery (TIGER) grant awarded to the TPB in February 2010 for *Priority Bus Transit in the National Capital Region*.

On January 15, 2015, FTA approved MWCOC's grant revision request (submitted October 28, 2014), which amended project component scopes and budgets for the grant. This has enabled final design and manufacture to proceed to complete the projects of the grant.

Background

In September 2009, the U.S. Department of Transportation (USDOT) announced a competitive TIGER Discretionary Grant Program of \$1.5 billion as part of the American Recovery and Reinvestment Act (ARRA). USDOT received 1,400 applications totaling nearly \$60 billion in requested funding, from which 51 awards were made, including an award to the TPB for \$58.8 million for capital improvements to support priority bus transit in the National Capital Region. The TIGER grant awarded to the TPB was the largest awarded to an MPO. Additional information on the TIGER Grant Program is available on the USDOT website at www.dot.gov/tiger/.

On December 14, 2010, the U.S. Secretary of Transportation, Ray LaHood, came to COG to sign the TIGER grant agreement. Five recipient "Project Owners" are implementing the projects funded by the grant: the City of Alexandria, Virginia; the District of Columbia Department of Transportation (DDOT); the Maryland Department of Transportation (MDOT); the Potomac and Rappahannock Transportation Commission (PRTC); and the Washington Metropolitan Area Transit Authority (WMATA). COG is administering the grant as the administrative agent for the TPB. This complex and multimodal project involves roadway managers, technology personnel, and transit operations staff from five agencies in implementing 16 component projects. The TIGER grant is a reimbursable project and the federal funds expire on September 30, 2016; all work should be completed by the end of June 2016 to ensure timely disbursement of the funds to the agencies.

The TIGER grant is helping to pay for the infrastructure needed to provide more efficient bus service along three transit corridors in Maryland, four in Virginia, and six in the District of Columbia. The

efficiency of the corridors is being improved by the investments in a bus transitway, replacement buses, bus-only lanes, queue jump lanes, transit signal priority (TSP) technology, traffic signal management technology, bus stop and station improvements, real-time passenger information (RTPI) technology, and other enhancements. The project also includes construction of a new transit center at Takoma-Langley and improvements at the Pentagon and Franconia-Springfield transit stations.

Project Management

The TIGER grant is being administered through the Federal Transit Administration (FTA). As the grantee, the TPB is responsible to the FTA for project management and performance monitoring of the implementation of the grant. The TPB has hired a contractor to assist with the grant administration and reporting. TPB staff and contractors meet monthly with the five project owners and with the FTA and its Project Management Oversight Contractor (PMOC) to review implementation of the grant. Monthly, quarterly, and annual reports are submitted on grant management and financial administration (via the FTA’s TEAM system), in addition to internal reports that provide TPB staff and project owners with consolidated progress information.

Performance Monitoring

To assess the results of the projects, a set of comprehensive “before” and “after” performance monitoring reports is required. In 2012, TPB staff and consultants completed a set of detailed “before” reports on each of the 16 component projects, which will be followed by “after” reports to be completed both one year and two years following implementation. The first “after” report is due in December 2015, with the final “after” report due in late 2018.

Grant Implementation Summary

The four years since the signing of the grant agreement have primarily been spent carrying out detailed design work for the construction projects and the several key technology procurements.

As of February 28, 2015 approximately \$24.5 million of the grant, or 42%, has been expended. With fifteen months left for grant work to take place, FTA is scrutinizing the progress of the TIGER grant. The major expenditures to date have been \$5.1 million for 13 replacement buses for PRTC, \$7.1 million for construction of the City of Alexandria’s US-1 (Potomac Yard) Transitway, \$2.7 million for PRTC’s Computer-Aided Dispatch and Automatic Vehicle Location (CAD/AVL) system, and \$2.6 million for DDOT’s corridor projects.

Actual / Anticipated Expenditures for the TIGER Priority Bus Transit Grant

	To date	Rest of 2015	2016
Actual / Anticipated Expenditure (\$ millions)	\$ 24.5	\$ 21.3	\$ 13.0
Annual Share of Total Grant Expenditures	n/a	36%	22%
Cumulative Share of Total Grant Expenditures	42%	78%	100%

The following table provides a list of project accomplishments to date and the future schedule for major milestones and the completion of the component projects.

TIGER Grant Project Accomplishments (as of May 30, 2014)	
2011	<ul style="list-style-type: none"> • US 1 Transitway (City of Alexandria): Design-build contract for Section B of the Crystal City – Potomac Yard (CCPY) Transitway on US-1 awarded in November .
2012	<ul style="list-style-type: none"> • PRTC Buses and ITS Technology (PRTC): Computer-Aided Dispatch and Automatic Vehicle Location (CAD/AVL) system contract awarded to Trapeze in May. Delivery of 13 buses from Gillig, Inc., taken between June and November. • Georgia Avenue Bus Priority Improvements (DDOT): Notice to proceed issued for design of exclusive bus lane. First public meeting for review of the bus lane design held in October. • US 1 Transitway (City of Alexandria): Construction began in July for relocation of auto traffic to a new set of northbound lanes.
2013	<ul style="list-style-type: none"> • Takoma/Langley Transit Center (MDOT): Maryland Transit Administration (MTA) finalized settlement with the remaining property owner in March. • US 1 Transitway (City of Alexandria): Construction began on the median bus lanes. • Bus Corridor Priority Treatments (All): WMATA awarded a contract in May for procurement of real-time passenger information (RTPI) on corridors in the District, Maryland, and Virginia. • Bus Corridor Priority Treatments (All): WMATA completed installation of its <i>Consolidated of on-board Auxiliary Bus Equipment</i> project on the Metrobus fleet, the first step in making the buses ready for Transit Signal Priority (TSP).
2014	<ul style="list-style-type: none"> • US 1 Transitway (City of Alexandria): The opening of the US-1 (Potomac Yard) Transitway took place on August 23 and the Metroway bus service connecting Alexandria and Old Town started. • VA 7 (Leesburg Pike) Bus Priority Improvements (WMATA): In March, WMATA awarded a contract for wayside equipment for TSP to be installed at traffic signals on VA 7 (Leesburg Pike). • 14th Street to K Street and Theodore Roosevelt Bridge to K Street Bus Priority Improvements (DDOT): Installation was completed for uninterruptable power supply (UPS) for traffic signals. • DC Corridor Projects (DDOT): RTPI sign installation started in December.
2015	<ul style="list-style-type: none"> • PRTC Buses and ITS Technology (PRTC): Completed installation of Computer-Aided Dispatch and Automatic Vehicle Location (CAD/AVL) on entire fleet. Project to be completed by June.
Future Schedule (through June 30, 2016)	
2015	<ul style="list-style-type: none"> • Addison Road (WMATA): Bus stop improvements were completed in 2013. RTPI signs are being installed with testing to take place through spring 2015. • Pentagon and Franconia-Springfield Station Improvements (WMATA): Construction of pedestrian access, safety, and security improvements at the Pentagon station will begin this summer, as will Franconia-Springfield station improvements. • VA 7 (Leesburg Pike) Bus Priority Improvements (WMATA): TSP pilot location scheduled to be installed and tested in March, followed by wayside equipment installation along the corridor. Operational testing to take place throughout the summer. • 16th Street and Wisconsin Avenue Bus Priority Improvements (DDOT): Bus stop improvements are nearly complete. Installation of TSP and queue jumps will follow. • Georgia Avenue Bus Priority Improvements (DDOT): Bus lane construction is scheduled to start in May and be largely complete by the end of the year. • Van Dorn-Pentagon Rapid Bus (City of Alexandria): Construction of bus stop improvements and queue jump lanes to take place. • 14th Street to K Street and Theodore Roosevelt Bridge to K Street Bus Priority Improvements (DDOT): Installation of TSP begins in the Downtown Core. • Takoma/Langley Transit Center (MDOT): Opening scheduled for October.
2016	<ul style="list-style-type: none"> • Pentagon and Franconia-Springfield Station Improvements (WMATA): Complete construction. • Bus Corridor Priority Treatments (All): Complete installation of TSP and other improvements.

Project Implementation Issues

The TIGER grant period of performance ends on September 30, 2016, which given invoice processing time means all of the work to be reimbursed by the grant should be completed by the end of June 2016. Several project components are currently scheduled to be completed in early 2016, and may run near to this deadline.

1. FTA Approval for Project Revisions

On January 15, 2015, the FTA communicated that the MWCOG Grant Revision request submitted on October 28, 2014, was approved. With the approval, several projects proposed in the original TIGER grant application that are no longer viable have been replaced with revised scopes of work.

- i. The TIGER Grant will now fund the final engineering and initial construction of a bus station with eight bays in the Hayes Street Lot that lies between I-395 and Army-Navy Drive.
- ii. At the Franconia-Springfield station, the scope of the project has changed to fund pedestrian canopies and revised circulation improvements.
- iii. In Maryland, funds have been reprogrammed to support the construction of the Takoma Langley Crossroads Transit Center.
- iv. In the District, the number of TSP locations was reduced in the downtown core, while the number of locations on 16th Street, Georgia Avenue and Wisconsin Avenue were increased to expand the effectiveness of the effort.

2. Transit Signal Priority (TSP) Systems

Eight of the component projects involve the implementation of Transit Signal Priority (TSP) and construction of other improvements for bus service along key corridors across the region. The TSP technology procurement for the bus corridors is the most innovative portion of the TIGER grant; however it is proving to be the most challenging in achieving coordination among the multiple agencies and departments. Along with traffic signal optimization in the downtown core, timing traffic lights to detect and provide priority to buses is fundamental to improving the reliability of bus travel in the region. The goal of the TIGER grant is to enable multiple TSP demonstration projects across the region, opening the opportunity for widespread deployment of this technology in the region.

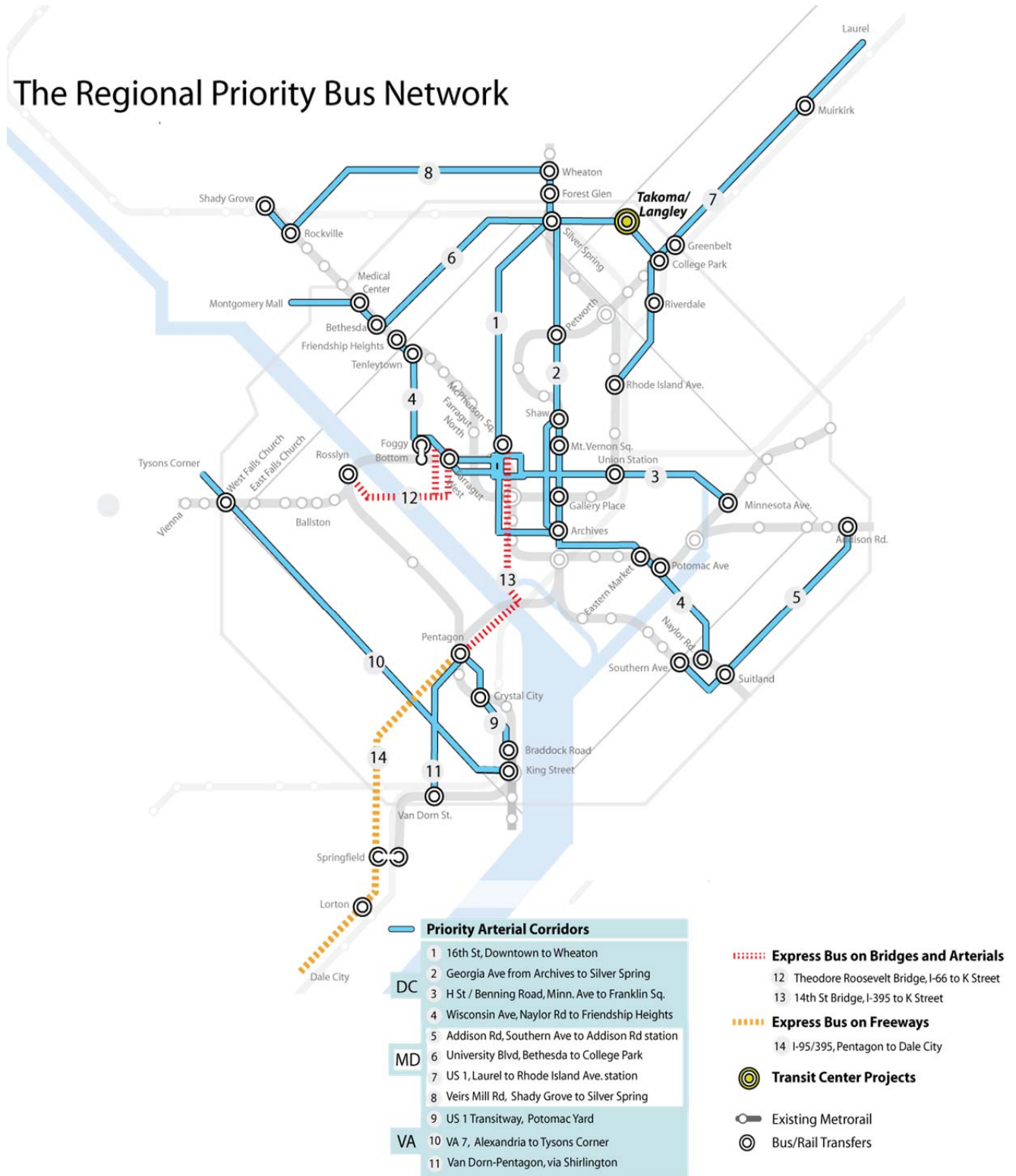
The TSP technology is scheduled to initially be installed and tested on VA 7 (Leesburg Pike) in March 2015, by WMATA in close coordination with VDOT and the local jurisdictions. WMATA has procured the TSP technology for the Metrobus fleet and is procuring the wayside equipment for the VA 7 project. The system will subsequently be tested in the District and in Maryland, with their respective, different wayside traffic signal technologies. DDOT is in the process of procuring the wayside technology for traffic signals in the District, with options for Maryland and the City of Alexandria. Successful compatibility testing across multiple wayside traffic signal systems is technologically challenging, and may experience delays that affect TSP projects planned for completion in the grant.

Attached to this memorandum as an appendix are a map of the TIGER projects and detailed descriptions of each of the sixteen project components.

APPENDIX: MAP AND DETAILS OF 16 COMPONENT PROJECTS OF THE TIGER GRANT

The map below shows the 16 component projects of the TIGER grant.

The Regional Priority Bus Network



The 16 component projects of the TIGER Priority Bus Transit grant are as follows:

Project Component Descriptions

#	Project Components (As Revised January 15, 2015)
1	16th Street Bus Priority Improvements (DDOT): \$1,292,317 Capital improvements include a queue jump lane, bus stop improvements, real time passenger information (RTPI) displays at up to 17 stop locations, and transit signal priority/traffic system management (left turn phase for bus) at 31 intersections.
2	Georgia Avenue Bus Priority Improvements (DDOT): \$5,442,000 Improvements include a short bus-only lane that will be constructed on Georgia Avenue to alleviate current bus delays. Additionally, improvements include transit signal priority, bus stop improvements, queue jumps, and real time passenger information (RTPI) displays will be installed.
3	H Street/Benning Road Bus Priority Improvements (DDOT): \$434,000 This project will implement RTPI displays and install security cameras at select locations.
4	Wisconsin Avenue Bus Priority Improvements (DDOT): \$1,490,000 Capital improvements include transit signal priority and RTPI displays deployed to a number of express service stop locations.
5	Addison Road Improvements (WMATA): \$2140,000 This is a WMATA priority bus corridor that connects the Addison Road and Southern Avenue Metrorail stations. The project includes the replacement of bus shelters along with installation of real-time passenger information displays at select locations.
6	University Boulevard Bus Priority Improvements (MDOT): \$235,864 Planned improvements include installation of RTPI displays and a series of bus stop enhancements along the corridor.
7	US 1 Bus Priority Improvements (MDOT): \$476,250 Improvements include queue jump lanes and transit signal priority.
8	Veirs Mill Bus Priority Improvements (MDOT): \$98,479 Improvements include deployment of RTPI displays.
9	US 1 Transitway (City of Alexandria): \$8,202,500 A bus transitway in the median of US 1 within the city limits will provide exclusive right of way for buses.
10	VA 7 (Leesburg Pike) Bus Priority Improvements (WMATA): \$1,084,000 A WMATA Priority Corridor that connects the Cities of Alexandria and Falls Church with the commercial center of Tysons Corner, the TIGER grant funds improvements that include transit signal priority at up to 25 intersections along the corridor.
11	Van Dorn-Pentagon Rapid Bus (City of Alexandria): \$646,550 The project will provide runningway improvements to support a future rapid bus service in the City of Alexandria from the Van Dorn Metrorail Station in the City of Alexandria to the Pentagon in Arlington County. TIGER funding will support signal prioritization technology, two super stops, and two queue jump lanes. These improvements will enhance transit service along three current bus routes in addition to a future new BRT route.
12	Theodore Roosevelt Bridge to K Street Bus Priority Improvements (DDOT): \$1,703,683 Implementation of an integrated transit signal priority and traffic signal optimization system along E Street, northbound 18th Street, and southbound 19th Street. Additionally, uninterruptable power supply installation will take place at select traffic lights will prevent traffic signals outages following power interruptions.

#	Project Components (As Revised January 15, 2015)
13	<p>14th Street to K Street Bus Priority Improvements (DDOT): \$2,729,190</p> <p>Implementation of an integrated transit signal priority and traffic signal optimization system along 14th Street from the bridge to K Street. Additionally, uninterruptable power supply installation will take place at select traffic lights.</p>
14a	<p>Pentagon and Franconia-Springfield Station Improvements (WMATA): \$9,770,550</p> <p>Station improvements at Pentagon Station and Franconia/Springfield Station, including bus bays, real time bus information, and traffic circulation/access/security improvements. Major technology improvements include real-time bus information displays.</p>
14b	<p>PRTC Buses and ITS Technology (PRTC): \$9,650,000</p> <p>This component includes the replacement of 13 buses, with new vehicles using state-of-the-art clean-fuel technology. The project also includes security cameras outfitted on 15 buses and the procurement of computer-aided dispatch and automatic vehicle location (CAD/AVL) technology.</p>
TC	<p>Takoma/Langley Transit Center (MDOT): \$13,309,287</p> <p>This transit center at the intersection of University Boulevard and New Hampshire Avenue will consolidate the bus stops at the intersection into one facility (although some existing bus stops will still remain in order to prevent requiring pedestrians to cross busy roads to their final destinations). The transit center will provide a safe, attractive, comfortable and efficient facility for passengers and improve pedestrian safety and accessibility.</p>

Briefing on the Implementation of the TIGER Grant for Priority Bus Transit in the National Capital Region

Transportation Planning Board
March 18, 2015

Project Implementation Update

Eric Randall

Department of Transportation Planning



Overview of the TIGER Grant

- The TPB's Transportation Investments Generating Economic Recovery (TIGER) Grant Agreement with USDOT was signed on December 14, 2010.
 - \$58.8 million in capital funding (100% Federal) for priority bus transit improvements.
 - Sixteen component projects with five implementing organizations: City of Alexandria, DDOT, MDOT, PRTC, and WMATA.
- TPB last briefed in June 2014.
 - Official correspondence among FTA, COG, and implementing organizations discussed at October and November TPB meetings.
 - On January 15, 2015, FTA approved MWCOG's grant revision request (submitted October 28). This amended project scopes and budgets and enabled final design and manufacture to proceed.

Overview of the TIGER Grant

- **Progress to Date / Remaining**

	<u>To Date:</u>	<u>Remaining:</u>
Period of Performance:	Four years and two months (74%)	18 months to go (26%)
Actual/Anticipated Expenditures:	\$24.5 million (42%)	\$34.3 million (58%)

- **Project Status**

Completed

- US-1 (VA) / Potomac Yard Transitway
- PRTC Bus Purchase (13 Buses)

In 2015

- Takoma/Langley Transit Center
- Real Time Passenger Info Displays

In 2016

- Transit Signal Priority
- Bus Corridor Capital Projects
- Franconia-Springfield & Pentagon transit stations

TIGER Projects Nearing Completion

- **Buses and ITS (*PRTC*)**
 - Computer-Aided Dispatch and Automatic Vehicle Location (CAD/AVL) system in mini-fleet testing. Complete in June 2015
- **Takoma/Langley Transit Center (*MDOT*)**
 - Scheduled for opening in Fall 2015.
- **Real Time Passenger Information (*DDOT, WMATA, MDOT, Alexandria*)**
 - Installation and testing of 179 RTPI signs in progress. Complete mid-2015.



TIGER Projects Completing Design

- **Bus Corridor Priority Treatments**
(DDOT, WMATA, MDOT, Alexandria)

- **Transit Signal Priority (TSP)**

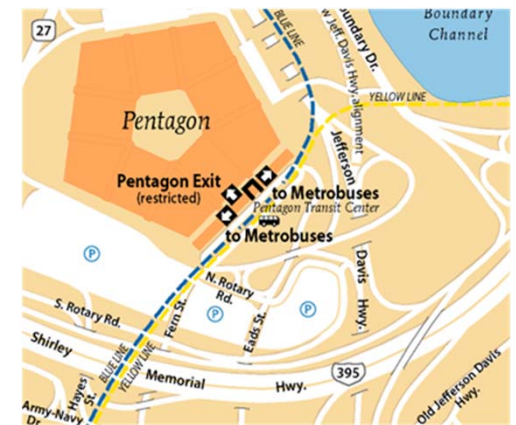
- Prototype deployment on VA-7 (Leesburg Pike) scheduled for March 2015. Install signals through 2016.
- Signal optimization in Downtown Core: Spring 2015.

- **Capital Improvements**

- Georgia Avenue Bus-Only lane: December 2015
- Van Dorn-Pentagon Corridor: 2016.
- University Boulevard, Veirs Mill Road, US 1 (MD): 2016.

- **Franconia-Springfield and Pentagon (WMATA)**

- Franconia-Springfield: Bus stop canopies and additional safety improvements for pedestrians: 2016.
- Pentagon Transit Center: Pedestrian access treatments and security systems. TIGER will also fund partial construction of an alternative bus bay site on Army-Navy Drive: 2016.



Completing the TIGER Projects

Successful completion of the TIGER Projects still depends on successful accomplishment of several critical implementation steps.

1. Transit Signal Priority (TSP) Systems
 - Procurement of wayside equipment is still in progress. Installing TSP Systems across multiple wayside traffic signal systems is technologically challenging and may experience delays.
2. Pentagon and Franconia Springfield transit station projects
 - Design for elements of both projects is being finalized, to be followed by procurements for construction, which may experience delays.
 - Permitting and easement approvals are also required.
3. Funds Expiration and Performance Monitoring
 - Work must be completed by the end of June 2016 to ensure timely invoicing before funds expire in September 2016.
 - Performance monitoring and reporting of the grant projects will continue through 2018.

Propose to next brief TPB in July 2015 on progress of the TIGER Grant.

TIGER Grant for Priority Bus Transit in the National Capital Region

Questions?



ITEM 13 - Information

March 18, 2015

Briefing on Regional Bus Staging, Layover, and Parking Location Study

Staff

Recommendation: Receive briefing on the final report of the study to determine locations for staging, layover and parking of buses within the District of Columbia and Arlington County.

Issues: None

Background: The planning study examined the best potential locations for on-street staging for commuter buses and off-street layover and parking of buses (tour/charter, intercity, commuter, sightseeing, and shuttle) within the District of Columbia and Arlington County.



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

MEMORANDUM

TO: Transportation Planning Board

FROM: Richard I. Roisman, AICP
Principal Transportation Planner

DATE: March 11, 2015

RE: Briefing on Regional Bus Staging, Layover, and Parking Location Study
Agenda Item #13

At its March 18th meeting, the Board will receive a briefing on the Regional Bus Staging, Layover, and Parking Location Study. Staff will present the findings of a recently completed consultant report for this study; a link to the full report (121 pages / 9.2MB PDF) may be found at the following URL: <http://www.mwcog.org/transportation/tpb/meetings/20150318/item13report.asp>

This study convened regional stakeholders to analyze the need for bus staging, layover, and parking locations in the District of Columbia and Arlington County. The study includes a discussion of bus services, a review of existing conditions, and planning-level estimates of future growth and demand. It separately considered on-street and off-street locations for bus staging, layover, and parking. Potential sites were evaluated using five criteria for on-street staging and six weighted criteria for off-street parking. The study identifies 14 on-street locations and 15 off-street locations for further, more detailed study. While cost was not explicitly considered in the evaluation criteria, planning-level annual operating cost estimates were provided for the on-street staging locations, and capital cost estimates for the off-street parking locations. The report includes several post-study actions and next steps to advance the bus staging, layover and parking locations.

Background

Staff was first approached about conducting a regional bus staging, layover and parking location study during summer 2013 and worked with stakeholder agencies to prepare a scope of work and budget for the project, which was finalized in November 2013. Consultant support was required to perform the technical analysis, and, following a competitive bid process, a team of Cambridge Systematics and Sabra, Wang & Associates was selected and began work in March 2014. A study Steering Committee provided oversight to the project and met on a monthly basis; the committee included representatives from the following stakeholder agencies:

- Virginia Department of Rail and Public Transportation
- District of Columbia Department of Transportation (DDOT)
- District of Columbia Office of Planning
- Washington Metropolitan Area Transit Authority
- Loudoun County Transit
- Maryland Department of Transportation
- Maryland Transit Administration
- Northern Virginia Transportation Commission
- Potomac and Rappahannock Transportation Commission
- ART – Arlington Transit

Staff and the consultant also provided periodic briefings to the Regional Public Transportation Subcommittee (RPTS, formerly Regional Bus Subcommittee) of the TPB Technical Committee. A draft final report was issued on December 31st, 2014 and was circulated to the Steering Committee for comment. Staff and the consultant briefed the TPB Technical Committee on the draft final report at their meeting on January 9th and the RPTS at their meeting on January 27th and requested comments from both groups. The consultant issued the final study report (available at the link earlier in this memorandum) on March 7th, and it reflects all the comments received up to that date. Staff will provide the briefing to the Board on March 18th, and a representative from the consultant team is expected to be present.

Study Purpose

The need to provide improved accommodations for buses in the regional core has been previously identified but not subject to a recent technical study looking specifically at potential on-street and off-street solutions. Each weekday morning hundreds of commuter buses carry thousands of residents of the regional outer jurisdictions to jobs in the regional core jurisdictions of the District of Columbia and Arlington County. Most of the routes have multiple morning trips; after these trips are completed, the buses either return to their storage and maintenance facilities outside the core, operate mid-day service on the same routes or elsewhere in their transit systems, or operate charter service (for those private operators that serve under contract to public transit systems) until they need to position themselves at boarding locations to begin operating afternoon / evening service from the District and Arlington to take the workers back to their jurisdiction of residence.

With traffic congestion at high levels in the core creating uncertainty and variability in travel times, commuter buses arrive well ahead of their scheduled departure times to navigate through congestion to reach their boarding locations, frequently getting to the area 20 or 30 minutes early for their afternoon pick-ups. Often the afternoon pick-up location positioning process consists of driving around the block or blocks near the afternoon boarding locations to use up this early time, which increases operating costs, contributes to roadway congestion (which buses are supposed to relieve), increases emissions, driver fatigue, fuel use, and increases the potential for crashes. As an alternative to circling, buses may attempt to temporarily park in an unauthorized location in order to position themselves for afternoon service, which displaces authorized users of that space (parking, loading, etc.) and also creates

additional congestion on core area streets. These practices are necessary because there are no formal dedicated staging, layover, and parking locations for these buses near their afternoon pick-up locations. In addition, these issues are not only isolated to commuter buses but also impact the operations of tour and charter buses trying to access destinations in the core, such as attractions near the National Mall.

Study Methodology and Findings

The study convened regional stakeholders to analyze the need for bus staging, layover, and parking locations in the District and Arlington, and considered the need for such locations for the five distinct bus (motorcoach) services identified in DDOT's 2011 Motorcoach Action Plan: Commuter, Tour Bus, Shuttle, Sightseeing, and Intercity. For each of these regional bus services, the study includes a discussion of the service(s), a review of existing conditions, and planning-level estimates of future growth and demand. The goal of the study is to establish short-term solutions as well as a longer-term regional vision for motorcoach operations.

The study separately considered on-street and off-street locations for bus staging, layover, and parking. As the study progressed, it became clear based on feedback from the Steering Committee that on-street staging for commuter buses is the greatest near-term need (particularly in Foggy Bottom, NoMa, and the L'Enfant Plaza areas) and that off-street parking for commuter buses is not of interest at this time; however, given the forecast growth in commuter bus volumes in the core areas, there will be a need in the future for off-street parking. For tour and charter bus services, although the DDOT Motorcoach Action Plan identifies over 900 bus parking spaces within the core, most of those spaces are not near the major destination served by tour and charter buses – the National Mall. For example, 500 of the available spaces are at Robert F. Kennedy (RFK) Stadium.

Potential sites were evaluated using five weighted criteria for on-street staging (site size, site land use, site availability, travel time to first stop, site connectivity / ease of access) and six weighted criteria for off-street parking (site size, site land use, adjacent land use, site availability, planned development, travel time to National Mall). Each site was scored between 1 (lowest) and 5 (highest) for each criterion and weights applied for a composite score for the site. The study identifies 14 on-street locations and 15 off-street locations for further, more detailed study. While cost was not explicitly considered in the evaluation criteria, planning-level annual operating cost estimates were provided for the on-street staging locations, and capital cost estimates for the off-street parking locations. For on-street staging, the annual operating cost estimates range from around \$30,000 to about \$375,000, depending on the size of the site and number of hours per day it would be used for bus staging instead of metered parking. For off-street parking, the cost estimates (which include land acquisition cost and construction) range from just under \$1 Million to over \$200 Million, depending on the amount of land to be acquired and type of parking constructed (surface or structure / underground).

Post-Study Actions

The report includes several post-study actions and next steps to advance the bus staging, layover and parking locations. For the on-street locations, there must be review and discussion with DDOT on specific actions to allow buses to stage at the identified locations, such as the permit process, parking revenue impacts, and shared use locations such as mobile vending (food truck) zones. At least one regional commuter bus operator has already identified money in its budget to reimburse DDOT for lost parking revenue at staging locations. There will also need to be discussions with adjacent landowners and businesses in the proposed on-street staging locations, since the removal of parking will impact their accessibility. For locations adjacent to the National Mall and in East Potomac Park, the above actions must include the National Park Service in addition to DDOT. For off-street parking locations, both a detailed real estate scan of the most promising sites to review site ownership and development status, as well as further investigation of the financing and management options of the parking facilities would be required.

Transportation Planning Board
March 18, 2015
Agenda Item #13

Briefing on Regional Bus Staging, Layover, and Parking Location Study

Transportation Planning Board

March 18, 2015

Rich Roisman

Department of Transportation Planning

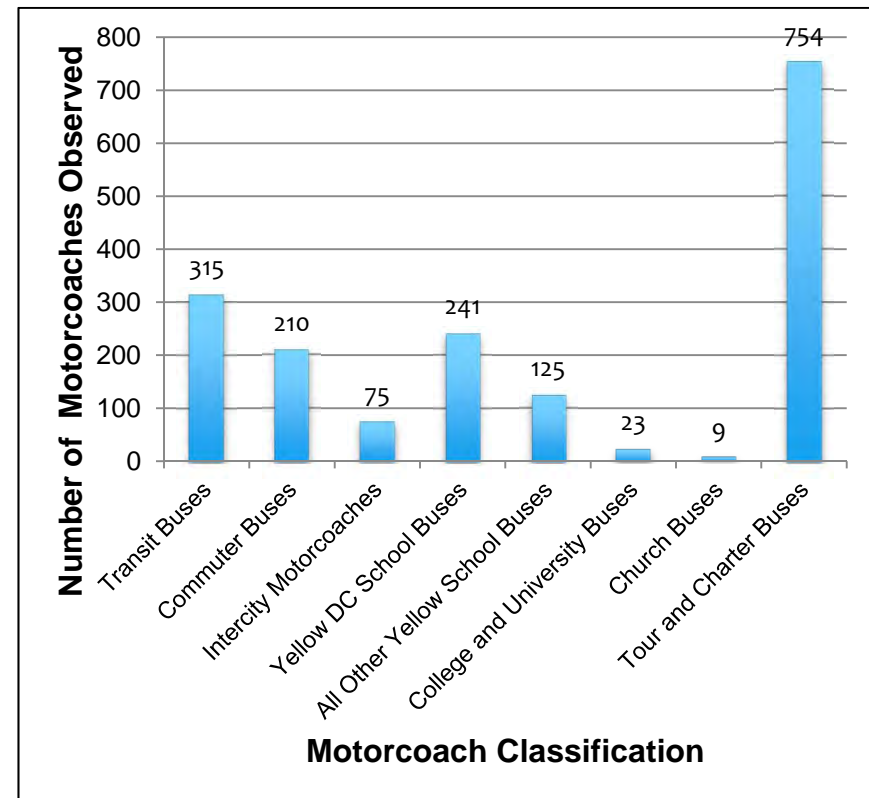
Planning Study Overview

- Develop recommendations for regional bus/motorcoach staging, layover and parking within the core areas of D.C. and Arlington
 - Analyze existing conditions and future demand
 - Screen potential bus facility locations and conduct a suitability analysis and evaluation
 - Develop a list of recommended sites for further investigation and advancement
- Key issues to address:
 - Commuter bus afternoon staging
 - Mid-day and long-term bus parking



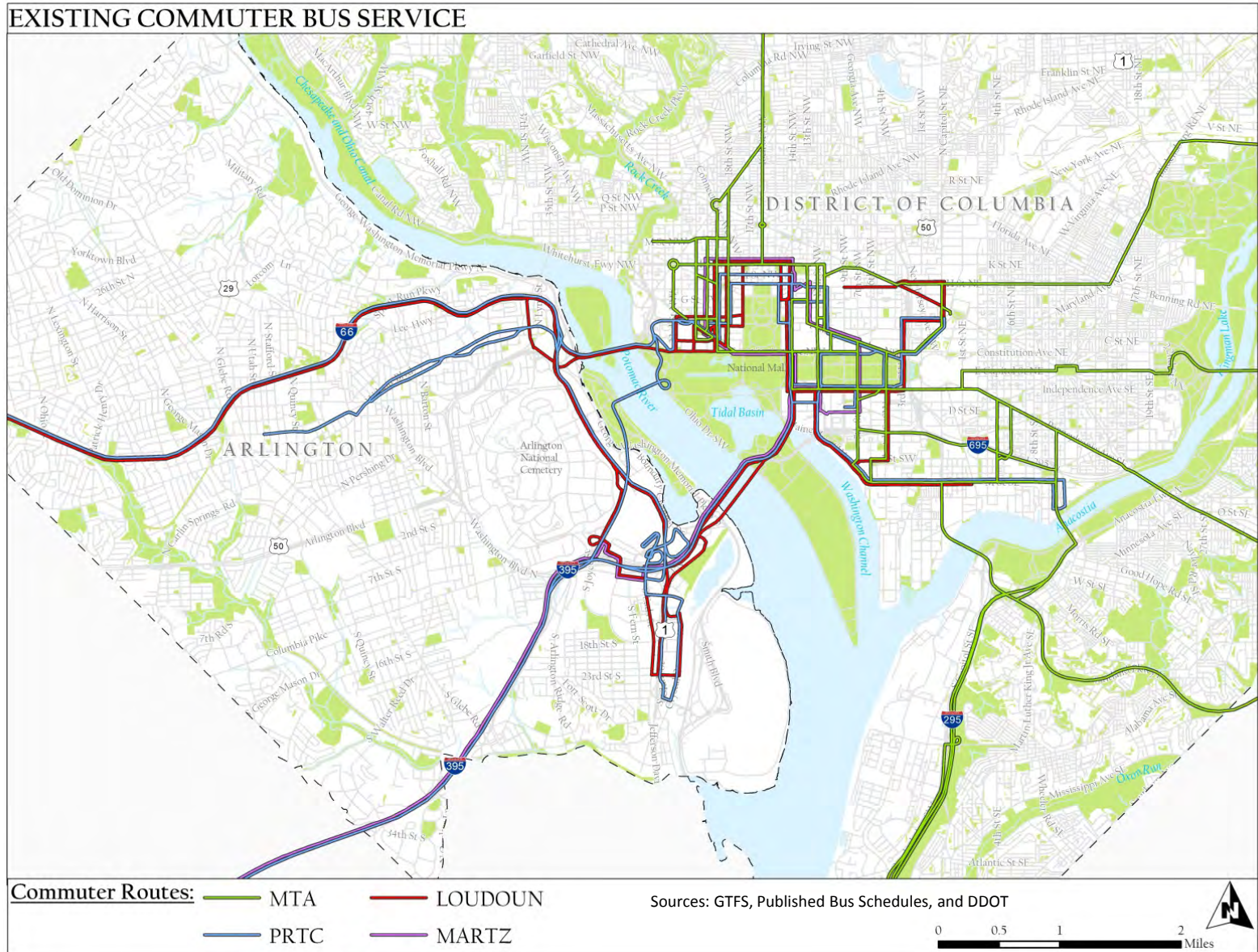
D.C. Motorcoach Counts

- 1,900 motorcoaches observed
 - Approximately 1,100 of the observed motorcoaches require parking
- The three key entry points with the highest volume of motorcoaches
 - Kenilworth Avenue (I-295) (305 motorcoaches),
 - Theodore Roosevelt Bridge (258 motorcoaches), and
 - 14th Street Bridge (245 motorcoaches)



Source: District of Columbia Motorcoach Volume Data, COG for DDOT (2012)

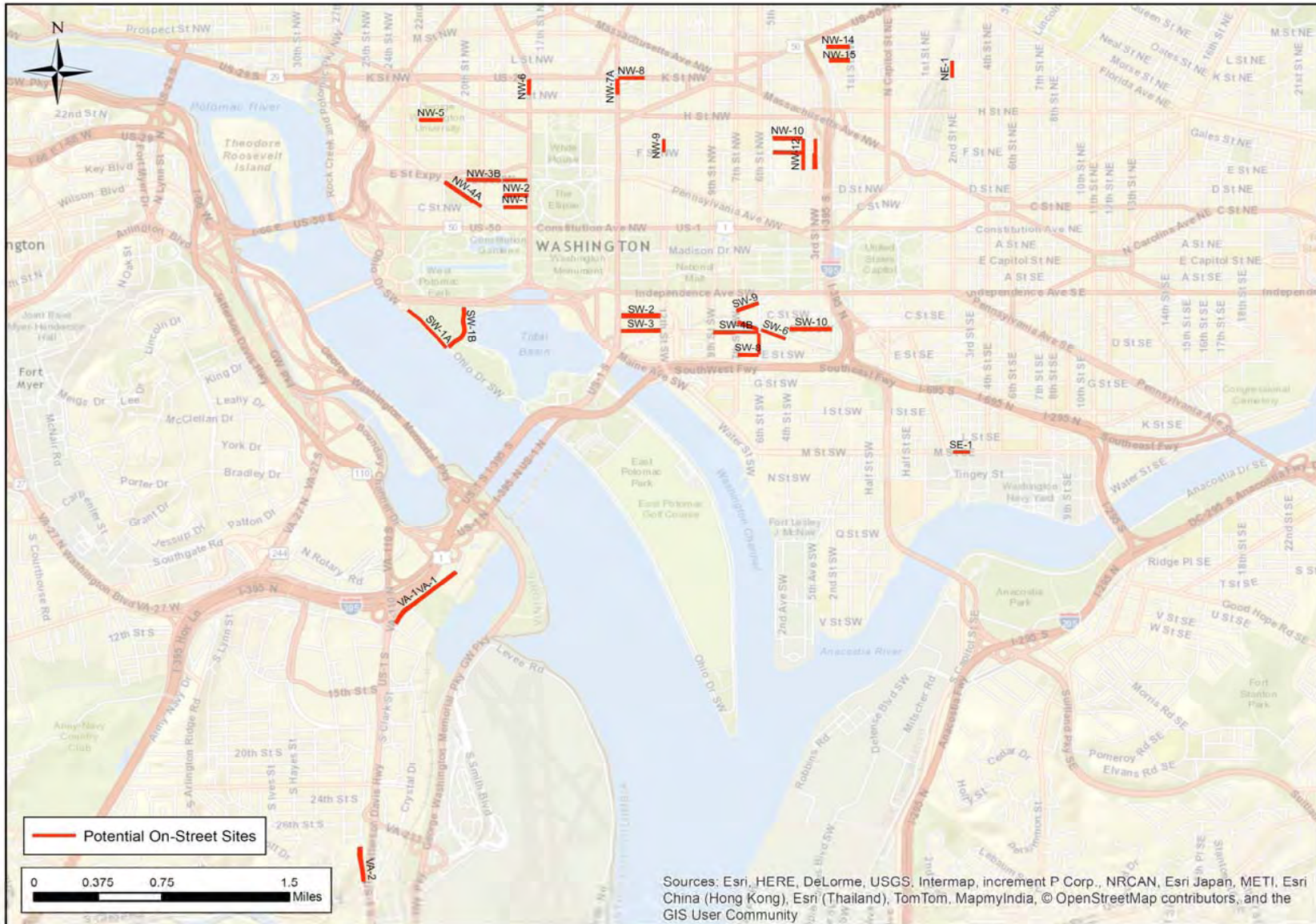
Existing Commuter Bus Routes



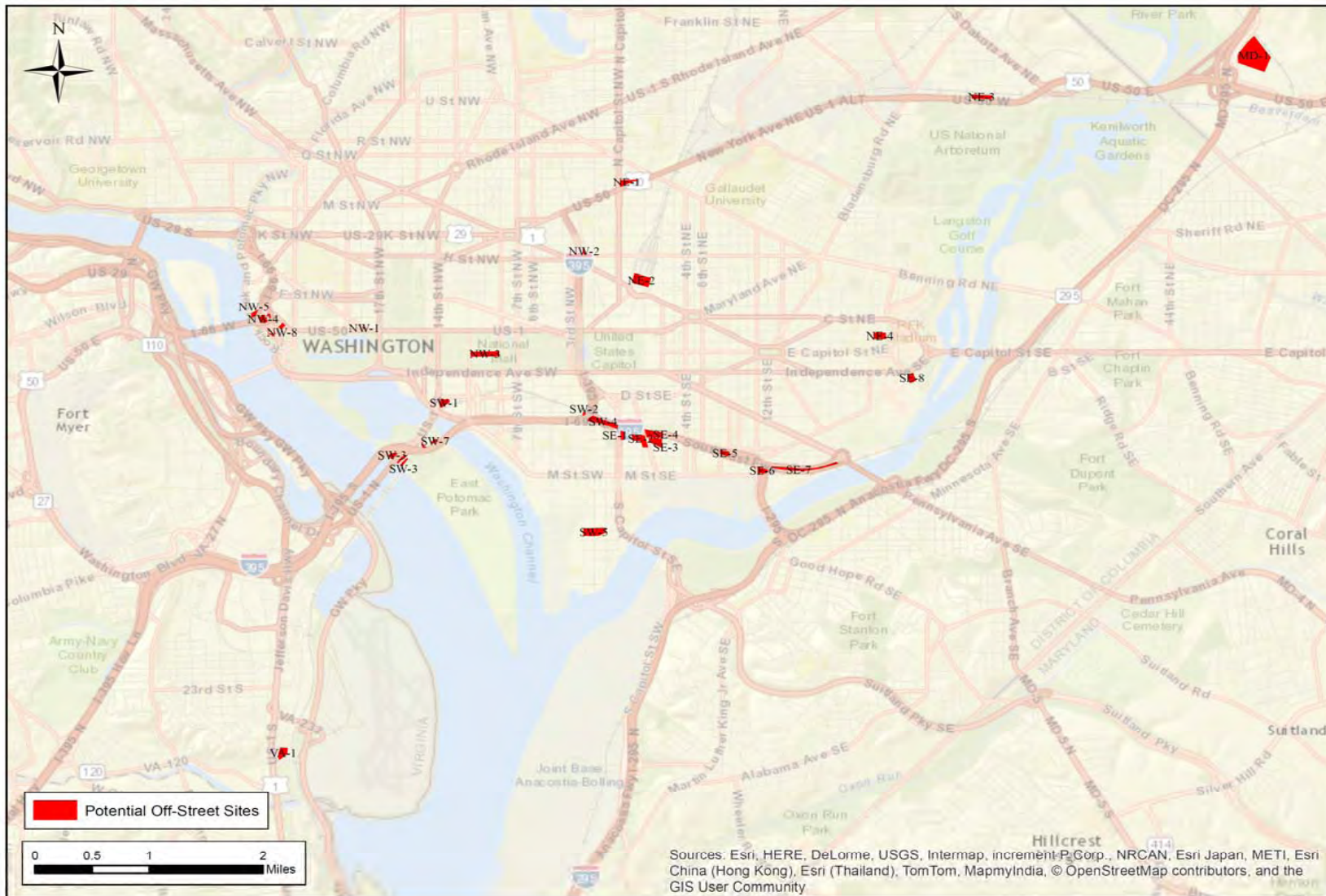
Tour/Charter Bus: Existing Parking



On-Street Sites Considered for Commuter Bus Staging



Off-Street Sites Considered for Mid-Day/Long-Term Parking



Implementation Options

On-Street

- Traditional Street Parking
- Parking in Tour Bus Zones
- Parking in Food Truck Zones
- Parking along National Park Service roadways

Off-Street

- Surface Parking
- Structured Parking
- Underground Parking
- National Park Service lots
- Lots owned by private individuals/companies

Post-Study Actions

- On-Street Staging
 - Further investigation required on feasibility of shared use locations
 - Review and discussion with DDOT and NPS on the permit process and parking revenue impacts for on-street sites
 - Site approvals and potential agreement(s) on revenue subsidy
- Off-Street Parking
 - Detailed real estate scan of the most promising sites to review site ownership and development status
 - Further investigation of the financing and management options for advancing a central bus parking facility



Questions?

Link to final report:

[http://www.mwcog.org/transportation/tpb/meetings/
20150318/item13report.asp](http://www.mwcog.org/transportation/tpb/meetings/20150318/item13report.asp)